

## Kris Livingston

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From: Jeff Wolfeld [jeff\_wolfeld@yahoo.com]  
Sent: Friday, March 27, 2009 10:24 AM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Please consider the following as public comments to the Project Level EIR scoping process.

### 1. Sound Walls

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Action: Please study noise impact at significantly greater distances from the track than would otherwise be considered.

Context: As you know, though sound walls may protect nearby listeners from some of the noise, more distant listeners tend to hear MORE noise than what they would have heard had there been no sound wall. I am concerned that the usual distances studied in a typical EIR will include those nearby (who may experience less noise), but exclude those more distant (who may experience more noise). The net impact of installing sound walls may in fact be zero, but the EIR could show it in a positive light since an insufficient distance was considered. This will give the Authority the false impression that sound walls would ease neighborhood impact, whereas in fact they may not.

Guidelines: Please abide by the provisions of the City of Palo Alto Noise Ordinance, PAMC Chapter 9.10 which read:

"9.10.030 Residential property noise limits.

(a) No person shall produce, suffer or allow to be produced by any machine, animal or device, or any combination of same, on residential property, a noise level more than six dB above the local ambient at any point outside of the property plane.

(b) No person shall produce, suffer or allow to be produced by any machine, animal, or device, or any combination of same, on multi-family residential property, a noise level more than six dB above the local ambient three feet from any wall, floor, or ceiling inside any dwelling unit on the same property, when the windows and doors of the dwelling unit are closed, except within the dwelling unit in which the noise source or sources may be located."

### 2. Sound Walls (#2)

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Action: Incorporating existing or develop new sound deadening material technology for use on sound walls.

Context: As you know, though sound walls may protect nearby listeners from some of the noise, more distant listeners tend to hear MORE noise due to reflection. It seems to me that sound deadening materials can be used on sound walls in order to mitigate this effect, though I have never seen such materials in use for this purpose. HSRA should consider investigating and perhaps developing such technology, and in either case include the cost of doing so in its cost estimates.

### 3. Maintain Safe Crossings During Construction

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Action: During the HSR construction, it is vitally important that you ensure safe right-of-way crossings for children who walk or bicycle to and from schools.

Context: Both Palo Alto high schools are located to the West of the tracks, and there is significant pedestrian and cyclist traffic from children who live on the East side. The same is true for many of Palo Alto's middle and elementary schools. The City of Palo Alto has made it a priority to ensure safe walking and cycling routes for these children,

and it would be the height of arrogance and irresponsibility for HSR to disregard Palo Alto's rules and standards.

#### 4. Mid-peninsula station stop

I am forcefully against any stop in Redwood City or Palo Alto. It makes no sense. In your ridership analysis, I urge you to omit trips which begin or end in Palo Alto or Redwood City.

o Riders who live in or near Palo Alto or Redwood City who are heading for points south of San Jose could easily travel to San Jose and board there, even using existing public transit if necessary.

o Riders who live in or near Palo Alto or Redwood City who are heading for anywhere north of San Jose SHOULD take public transit. HSR's charter is clearly NOT to be a commuter train, and plenty of other options already exist for these people.

o Riders who live anywhere OUTSIDE of Palo Alto or Redwood City could just as easily drive or take public transit to San Jose, Millbrae or San Francisco as they could to Palo Alto.

#2  
NO Station  
in PA/RWC

#### 5. Right of way for pedestrians and cyclists

Action: Please ensure that the right of way for pedestrians and cyclists does not pose more of an obstacle, even a psychological one, than exists today.

#1  
circulation

Context: A significant grade rise over a potentially submerged tunnel may be such a psychological barrier to cyclists, and such barriers will tend toward dividing the community. This is especially important for rights of way that children use to go to school, such as Arastradero/Charlston, Embarcadero, and Churchill. Please note that both Palo Alto high schools are located to the West of the tracks, and there is significant pedestrian and cyclist traffic from children who live on the East side. The same is true for many of Palo Alto's middle and elementary schools.

#### 6. Suggested Alternative Design

Action: Rather than run trains at 125mph through suburban peninsula towns, please consider running them at 79mph as CalTrain does today.

#3  
speed.

Context: This would then remove the requirement to grade-separate the crossings. We would still have clanging gates and horns, but we would not have diesel engine noise (due to electrification), we would have much less wheel-on-rail noise (due to lower than 125mph speeds), we would not need to build raised monstrosities that blight our neighborhoods, and we would not need to incur the expense and potential ground water impact of tunneling or trenching. You also would not need to force riders from points south to change to CalTrain equipment when they reach San Jose. You may have to lay extra track, but that could be limited to siding sections for CalTrain trains to stop at stations while HSR trains continue through. I'm not sure about the impact of freight trains; if they're unpredictable in length and too slow to reach designated sidings in time for HSR trains to pass, then additional tracks may still have to be laid end to end. However, they could all be at grade level.

#### 7. Trenching or Tunneling

Action: Please consider running the HSR through trenches or tunnels rather than overhead.

#2  
understand

Context: Will you honestly consider the trenching/tunneling alternative? As long as your budget estimates are based on a proposed design which doesn't include underground construction, and assuming that underground alternatives are significantly more expensive, any underground design will likely exceed the budget. What do you do when that happens? Do you stop considering that alternative? I urge you to see it through and ultimately increase your budget estimates if it turns out to make more sense from an environmental impact perspective.

#### 8. Inappropriate Comparisons with Foreign Rail Systems

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Action: Omit any comparisons with European or Asian high speed rail systems for the purpose of evaluating neighborhood impact.

Context: I have heard HSR representatives and consultants mention that European and Asian high speed rail systems have produced either positive impact or no impact on the cities they service and traverse, as a justification for the claim that HSR would be good for our cities and neighborhoods. However, the fact is that rail systems in most European and Asian countries do not pass through the middle of residential neighborhoods such as ours. They generally run along the outskirts of towns, not through residential neighborhoods. Where they do pass through neighborhoods, those areas are generally blighted.

It is true that many train stations are located in the town center, but it must be recognized that historically, these towns grew up around the train station; and they grew up at a time in history when the town center really was the center of town life. They were not inserted at the expense of existing housing, existing pedestrian and bicycle routes, or even existing land use and noise policies. It must be recognized that despite the general desire of most California residents to increase the use of rail for long distance travel, local neighborhoods are considerably more dispersed than European ones, and not particularly focussed around a town center, since they were built around the notion that you could always drive from place to place.

Sincerely,  
Jeff Wolfeld  
Member of Charleston Meadows Association  
Palo Alto, CA

#1  
land use

#1  
community  
impacts

#2  
comparatively  
existing  
system.

**Kris Livingston**

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**From:** John Hofer [jkh\_rls@hotmail.com]  
**Sent:** Saturday, April 04, 2009 2:01 PM  
**To:** HSR Comments  
**Cc:** liz.kniss@bos.sccgov.org, peter.drekmeier@cityofpaloalto.org, john.barton@cityofpaloalto.org, patrick.burt@cityofpaloalto.org, sid.espinosa@cityofpaloalto.org, yonko.kishimoto@cityofpaloalto.org, klein.larry@dorsey.com, jack.morton@cityofpaloalto.org, greg.schmid@cityofpaloalto.org, yiaway.yeh@cityofpaloalto.org, Sara Armstrong  
**Subject:** San Francisco to San Jose HST  
**Attachments:** HSR EIR EIS Comments 04-04-09.pdf

Please review the attached PDF file for our comments.

John K. Hofer, Director

Charleston Meadows Association

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Windows Live™: Keep your life in sync. [Check it out.](#)

1  
# 11 intro

# Charleston Meadows Association

4118 Park Blvd.

Palo Alto, California 94306

cmaboard@googlegroups.com

April 4, 2009

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

The Charleston Meadows Association represents roughly 350 single-family residences located in an area of Palo Alto bounded by West Meadow Drive on the north, Adobe Creek, on the south, and El Camino Real on the west. The Caltrain easement, and proposed HSR corridor forms the eastern boundary of our neighborhood. Originally developed in the 1950s, the neighborhood is comprised of a diverse group with of long time residents and new neighbors. We work together to protect and increase the quality of life in our community.

Our association has reviewed the program level EIR/EIS, and understands that this project is transformational in nature. The high speed rail has potential to bring positive change to our state as well as to our own community, but unless it is properly constructed it also has the possibility to devastate our city. Which form it takes will depend on the efforts, expertise, and efficacy of citizens and cities working together with the HSRA. As an initial step in this process, we have outlined several specific concerns that we feel deserve detailed evaluation as part of the project level EIR/EIS.

## AIR QUALITY:

The EIR/EIS concludes that there will be less than significant air quality impacts resulting from the HSR because of the overall reduced emissions from present conditions. However, we feel it does not suitably address how air quality might vary with different vertical track alignments. Nor does it consider how the potential removal of trees and natural vegetation might reduce the current absorption of pollution.

We therefore request that the project level EIR/EIS identify and mitigate specific air pollution concerns once the final grade design has been finalized. Additionally, the report should analyze the impacts of electrical wires on nearby homes and businesses including the potential effects on the health of residents along with the potential interference with other electrical apparatuses including such items as appliances and computers.

# 11 intro

# 1 Air Quality

The EIR/EIS does indicate that temporary, short-term increases in emissions associated with construction activities will occur, but that the application of mitigation strategies will reduce these. We agree with the report's recommendation that a "hot spot screening analysis" be performed on localized areas when a more detailed design study is conducted, and we request that Palo Alto be included in such an analysis due to its high residential population adjacent to the corridor.

#1 construction impacts

#### NOISE AND VIBRATION:

The EIR/EIS considers Palo Alto corridor to have a "medium" noise impact and a "high" vibration impact. Noise barriers have been proposed as the most efficient method of mitigating the noise impact. It is estimated a 12-foot barrier through our neighborhood will reduce the impact from "medium" to "low". The study states that "Vibration mitigation is less predictable at a program level of analysis because of the site-specific nature of vibration transmission through soil along the alignment." Although several mitigation measures were suggested, detailed analyses will be performed during the project level EIR/EIS.

#1 noise  
#2 vibration

We request that the project level EIR/EIS include not only noise and vibration mitigation measures, but also consideration of visual and aesthetic impacts brought on by such measures. Additionally, a noise impact analysis must include Union Pacific freight noise and vibration along with a commensurate increase/decrease associated with a change in the vertical alignment. It should be noted that most cities on the Peninsula, in cooperation with the current Caltrain grade crossing safety project, will create quiet zones under the new Federal Railroad Administration (FRA) regulations to eliminate the sounding of train horns at all crossings. The designs for the supplemental safety measures needed for a quiet zone in several Peninsula cities are currently at the 65 percent level and expected to be constructed next summer. Therefore, when HST begins project level environmental review, train horns will have already been eliminated. This adjustment for existing train horn noise should be removed from the screening criteria on the Peninsula corridor, and should be reconsidered statewide as more and more cities are implementing quiet zones.

#1 noise  
#1 aesthetics

Quiet zones and electrification should be included in the No Project alternative, and impacts evaluated based on comparison of the No Project alternative to the project alternatives. This will show that the noise impacts of HST, especially on elevated tracks, should be rated as having a high level of potential noise impacts, not a medium level, and those impacts will be significant unless avoided or mitigated.

#1 alternatives  
#1 noise  
#3 other projects (cuttrain, freight)

#### LAND USE AND PLANNING:

The EIR/EIS indicates that the presence of single-family homes along the rail corridor creates a "low" compatibility with the proposed HSR alignment. Additionally, they identify a potential impact on communities where an "alignment alternative would create a new physical barrier, isolating one part of an established community from another and potentially resulting in a physical disruption to community cohesion. Later in the section, the report states that "Land uses along the alignment alternative in Palo Alto are primarily single-family residential on the east and commercial/services on the west where the station is located. Palo Alto High School is adjacent to the rail line just south of the Palo Alto Station, beyond which is Stanford University. The report has not taken into account the southern portion of the city where single-family residences occupy the west side of the alignment. For this reason, the document considers the alignment between Dumbarton and San Jose highly compatible. Furthermore, it indicates that the project will not have a "community cohesion impact".

Al Land Use

CEQA requires that any land use evaluation consider the potential impact of a physical divide or any new physical or psychological barriers that would divide, disrupt, or isolate neighborhoods, individuals, or community focal points in the corridor. Since proposed grade separations may require some crossings to be altered or closed altogether, we request that the project level EIR/EIS provide a more detailed analysis of the potential division of the community. Additionally, we request that the City of Palo Alto play an active role in the land use analysis to avoid potential conflicts with its own Comprehensive Plan.

Don Secundino "Robles" Park is a 4.7 acre neighborhood park with a large open space grass area. It is located on Park Boulevard, roughly 200 feet from the rail corridor. Robles Park includes picnic facilities with barbecues, a baseball diamond, basketball court, playground with sand, climbing structure with slide, and toddler swings that are wheel chair accessible. We request that the project level EIR/EIS specifically evaluate the impact of this project on Robles Park use, including noise and pollution impacts during construction and after project implementation.

#### AESTHETICS AND VISUAL RESOURCES:

Most of Palo Alto is classified as "Urban Suburban" landscape typology, consisting of low-density development areas of modern single-family homes, yards set back, trees, and ornamental landscaping. The EIR/EIS indicates that the Dumbarton to San Jose corridor exhibits low visual impact regardless of an increased grade elevation.

#1 Aesthetics

We request that the project level EIR/EIS fully study the potential impacts of a proposed sound wall located along the alignment. It may be that mitigation for

one impact (noise and vibration) may cause a higher probability for aesthetic and visual negative impacts.

Palo Alto is distinguished by the State of California and National Arbor Day Foundation as a Tree City-USA. The City has developed a set of comprehensive Tree Protection standards to maintain our Urban Forest. Indeed the city is named for the 1069 year old El Palo Alto (the tall tree), a coast redwood still standing in one of the accessible parks of the city. The City of Palo Alto is endowed with a large population of trees composed of magnificent native and non-native trees on public and private properties, and trees and one of the cities greatest natural resources. Trees are a source of shade, air conditioning and other environmental benefits providing quality of life and economic benefits to the community, residents, and businesses.

The City of Palo Alto has developed a set of comprehensive Tree Protection standards to maintain our Urban Forest. We request that the project level EIR/EIS abide with the Tree Technical Manual, Section 3.25 Tree Value Replacement Standard, and Section 6.45 Appraisal Methods, when considering removal and replacement of existing trees along the alignment.

#### TRAFFIC CIRCULATION:

The program level EIR/EIS evaluates traffic conditions on Highway 101 and in and around the potential Palo Alto station, but fails to consider specific conditions relative to Palo Alto specifically.

We request that the project level EIR/EIS add information and maps on the city's Safe School Corridors and our pedestrian/bike routes, and identify the School boundaries that require children crossing the HSR alignment. The report should also analyze how the different vertical alignments might increase traffic speeds along safe school corridor feeder streets. Because of the proximity of Palo Alto High School to the HSR alignment, the report should identify the potential bus access route once the Churchill Street realignment is completed. When considering the viability of a potential Palo Alto station, the report should consider the traffic impact with the planned Stanford expansion of hospital and shopping, as well as any other known future projects.

#### PRIVATE PROPERTY IMPACTS:

The program level EIR/EIS generally assumes that the HSR alignment will coincide with the Caltrain corridor through Palo Alto. There are only general statements regarding the possibility of acquiring land by eminent domain.

We request that the HSRA adopt the following appraisal strategy originally recommended by Mr. John Spiller to the Silicon Valley Association of Realtors (SIVLAR).

#1 Aesthetics  
#1 Biological resources

#1 Safety  
#1 Traffic & circulation  
#1 public services  
#3 coordination

#6 Property values  
#6 eminent domain  
#6 methods of calculating prop value

*"To mitigate the impact of properties values caused by the San Francisco to Los Angeles High Speed Rail, HSR, the HSR governing authority will immediately, and no later than June 1<sup>st</sup>, 2009, appraise all properties and parts thereof between San Francisco and San Jose that are within 500 yards of the current Cal-Train rail easement. The appraisal will be performed by a professional appraiser and will establish a minimum property value that an owner will receive if the whole property is acquired by eminent domain or sold on the open market. This value will also be the basis for any property that is partially acquired through eminent domain on a pro-rata basis. If a property within the 500 yard boundary transfers ownership at a value lower than the appraised value, the HSR governing body will pay the difference between the sales price and the minimum value established by the appraisal and ensure these funds are paid into escrow before the close of escrow date established in the sales contract between buyer and seller. This provision of this clause will exist for an indefinite period."*

#### SAFETY:

We request that the project level EIR/EIS evaluate the safety considerations and potential impacts to nearby homes/schools/parks/businesses associated with the different vertical alignments. Specific attention should be paid to potential train derailment and terrorism considerations. Additionally, impacts from seismic shaking in the event of a major earthquake, particularly if the HSR selects an elevated alignment, should be addressed.

The scope of the preliminary engineering and EIR/EIS should include the evaluation of what safety factors will be put in place to accommodate heavy freight cars passing beside light weight trains going as fast as 125 mph, and how residences and businesses will be protected from possible derailment of cars or from loose parts flying through the air at 120 miles per hour. The cost of aerial or elevated structures in densely populated urban and suburban areas need to include crash-walls to protect the general public in the event of a derailment.

Similar features are needed to assure that loose parts of trains are contained within the fenced right-of-way, inasmuch as a small projectile at 120 mph can be deadly.

Residents in their backyards and City workers at the City offices need this aspect to be studied and provisions for safety to be included in the project design. The cost of these safety provisions must also be detailed.

The Charleston Meadows Association recognizes the importance of a high speed rail system in the State of California as well as the Greater San Francisco Bay Area, and continues to support the implementation of the system. However, we feel that the program level EIR/EIS does not adequately address all of the potential environmental impacts that affect Palo Alto in general and our neighborhood specifically. We would

#1 Safety & Security  
#2 Geology & Soils  
#3 Public Services

#1 Safety

#1 Conclusion

Mr. Dan Leavitt  
April 4, 2009  
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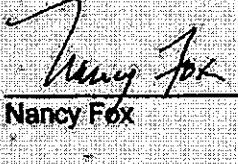
request that the HSRA outline procedures to allow our association and the City of Palo Alto to work closely together during the design process so that our concerns will be alleviated prior to the issuance of the draft project level EIR/EIS.

Sincerely,

**CHARLESTON MEADOWS ASSOCIATION**

  
Sara Armstrong  
President

  
John Hofel

  
Nancy Fox

  
Ellen Hartog

  
Roger Kohler

  
Jean Olmsted

  
Keith Reckdahl

  
Eric Stetzel

  
Keri Wagner

Cc: The Honorable Barack Obama  
President

The Honorable Barbara Boxer  
U.S. Senator

The Honorable Diane Feinstein  
U.S. Senator

The Honorable Anna Eshoo  
U.S. Congressmember, 14<sup>th</sup> District

The Honorable Joseph Simitian  
California Senator, 11<sup>th</sup> District

The Honorable Ira Ruskin  
California Assemblymember, 21<sup>st</sup> District

The Honorable Liz Kniss  
Santa Clara County Supervisor, 5<sup>th</sup> District

The Honorable Peter Drekmeier  
Mayor, City of Palo Alto

RECEIVED  
APR 6 2009  
BY

**Charleston Meadows Association**

4118 Park Blvd.  
Palo Alto, California 94306

cmaboard@googlegroups.com

April 4, 2009

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California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

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Mr. Dan Leavitt  
April 4, 2009  
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Mr. Dan Leavitt  
April 4, 2009  
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*Parvulka*

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*Duplicate*

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Mr. Dan Leavitt  
April 4, 2009  
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*Proprietary*

*"To mitigate the impact of property values caused by the San Francisco to Los Angeles High Speed Rail, HSR, the HSR governing authority will immediately, and no later than June 1<sup>st</sup>, 2009, appraise all properties and parts thereof between San Francisco and San Jose that are within 500 yards of the current Cal-Train rail easement. The appraisal will be performed by a professional appraiser and will establish a minimum property value that an owner will receive if the whole property is acquired by eminent domain or sold on the open market. This value will also be the basis for any property that is partially acquired through eminent domain on a pro-rata basis. If a property within the 500 yard boundary transfers ownership at a value lower than the appraised value, the HSR governing body will pay the difference between the sales price and the minimum value established by the appraisal and ensure these funds are paid into escrow before the close of escrow date established in the sales contract between buyer and seller. This provision of this clause will exist for an indefinite period."*

#### **SAFETY:**

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Residents in their backyards and City workers at the City offices need this aspect to be studied and provisions for safety to be included in the project design. The cost of these safety provisions must also be detailed.

The Charleston Meadows Association recognizes the importance of a high speed rail system in the State of California as well as the Greater San Francisco Bay Area, and continues to support the implementation of the system. However, we feel that the program level EIR/EIS does not adequately address all of the potential environmental impacts that affect Palo Alto in general and our neighborhood specifically. We would

Mr. Dan Leavitt  
April 4, 2009  
Page 6

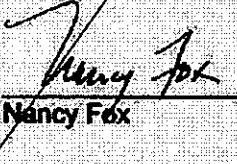
request that the HSRA outline procedures to allow our association and the City of Palo Alto to work closely together during the design process so that our concerns will be alleviated prior to the issuance of the draft project level EIR/EIS.

Sincerely,

CHARLESTON MEADOWS ASSOCIATION

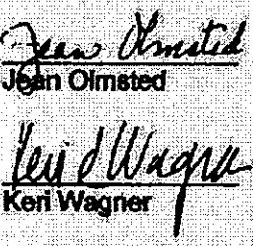
  
Sara Armstrong  
President

  
John Hoyer

  
Nancy Fox

  
Ellen Hartog

  
Roger Kohler

  
Jean Olmsted

  
Keith Reckdahl

  
Eric Stetzel

  
Keri Wagner

Cc: The Honorable Barack Obama  
President  
  
The Honorable Barbara Boxer  
U.S. Senator  
  
The Honorable Diane Feinstein  
U.S. Senator  
  
The Honorable Anna Eshoo  
U.S. Congressmember 14<sup>th</sup> District  
  
The Honorable Joseph Simitian  
California Senator, 11<sup>th</sup> District  
  
The Honorable Ira Ruskin  
California Assemblymember, 21<sup>st</sup> District  
  
The Honorable Liz Kniss  
Santa Clara County Supervisor, 5<sup>th</sup> District  
  
The Honorable Peter Drekmeier  
Mayor, City of Palo Alto

*Duplicate*

Kris Livingston

From: Larry Mone (larry.mone@gmail.com)  
Sent: Friday, April 03, 2009 11:23 PM  
To: HSR Comments  
Cc: Sara Armstrong  
Subject: "San Francisco to San Jose HST" Attn: Mr. Dan Leavitt, Deputy Director CHSRA  
Attachments: CHSRA Petition Signatures.pdf

Dear Mr. Leavitt:

Attached you will find a petition with 481 signatures stating the following:

1. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative and audio impacts, are detrimental to our quality of life.
2. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build".
3. We request that the extremely short April 6<sup>th</sup> deadline be extended for at least an additional 90 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the authority.

Sincerely,

Larry Mone

For and on behalf of  
Sara Armstrong  
President, Charleston Meadows Association  
4118 Park Blvd  
Palo Alto, CA 94306

CyberDefender has scanned this email for potential threats.  
Version 2.0 / Build 4.03.29.01  
Get free PC security at <http://www.cyberdefender.com>

Petition logged & recorded -  
See "Not So Fast" Petition  
in previous letter entry.

0-50-4

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:31 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST  
**Attachments:** SF-SJ CHSRA Petition Manual Signatures 06-06-2009.pdf; SF-SJ CHSRA Petition Online Signatures 06-06-2009.pdf

---

**From:** Sara Armstrong [mailto:saraannruth@gmail.com]  
**Sent:** Monday, April 06, 2009 2:31 PM  
**To:** HSR Comments; Spaethling, Dominic; Larry Mone  
**Subject:** San Francisco to San Jose HST

Please find two separate PDF documents attached on a set of signatures on a petition that our neighborhood circulated during the scoping period, both online and manually.

481 manual signatures

273 online signatures

#11

Please note that there may be a few duplicate signatures of people who signed both the hardcopy (manual) and online petitions. Thank you for your attention.

Regards,  
Sara

Sara Armstrong  
President, Charleston Meadows Association  
h- 650-813-1858  
m - 408-396-4005

# Not So Fast – High Speed Rail from San Francisco to San Jose

2009

## Petition

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build".
- iii. We request that the extremely short March 6 deadline be extended for at least an additional 90 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority.

H2 Elevated  
H1 Separation  
Aesthetics  
Noise

H7 Public  
Transit

H7 Current  
Policy

## Signatures

	Name	Address	Email (optional)
1	Robert D. Morgan Sebag	1737 Redwood Ave., Redwood City, CA 94061	94061
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 Contact: [cmaboard@googlegroups.com](mailto:cmaboard@googlegroups.com). Please return completed petitions to: 4118 Park Blvd, Palo Alto.

Not so Fast: California High Speed Rail

## Petition

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a highway, as well as the negative visual and audio impacts and overhead trains cutting through our city, are detrimental to our quality of life.
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build".
- iii. We request that the extremely short March 6 deadline be extended for at least an additional 90 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority.

]  
#2 Elevated  
#1 Separation  
Asthetics  
No. 16

#7 Public  
Interest

#7 comment  
period

### Signatures

# Not So Fast – High Speed Rail from San Francisco to San Jose

2009

## Petition

We, the undersigned, state the following:

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b7R  
b7S  
b7T  
b7U  
b7V  
b7W  
b7X  
b7Y  
b7Z

## Signatures

	Name	Address	Email (optional)
1	Kenneth [Signature]	4679 Park Blvd Palo Alto	
2	Patricia [Signature]	4679 Park Blvd Palo Alto	
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# Not So Fast – High Speed Rail from San Francisco to San Jose

2009

## Petition

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#2 Elevated Separation  
#3 Alleviates Noise

#7 Public Interest

#7 (current)  
Period

## Signatures

	Name	Address	Email (optional)
1	Philip Horne	2701 80th Avenue Road	Palo Alto CA 94306
2	Evelyn J. Horne	2701 80th Avenue Road	Palo Alto CA 94306
3	Philip	2701 81st Avenue	Palo Alto CA 94306
4	Philip Tolle	2701 81st Avenue	Palo Alto CA 94306
5	Thomas Horne	2910 15th Street Novato CA 94947	
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Contact: [cmaboard@googlegroups.com](mailto:cmaboard@googlegroups.com). Please return completed petitions to: 4118 Park Blvd, Palo Alto.

Petition Version 2 - updated to reflect new deadline We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life. #2 Elevated
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build". #1 Separation  
Aesthetic  
Noise  
Public  
Interest
- iii. We request that the extremely short April 6 deadline be extended for at least an additional 60 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority. #7 Comment  
Period

Date	Signatures	Address
1 3/20	(X) Doug	30 Roosevelt Cr
2 3/20	Frank Lutjens	3705 Linda Vista Dr. P.A (FRANK CALVANO)
3 3/20	Dave (Sel)	3724 Linda Vista Dr
4 3/20	Tom Thayer	3728 Linda Vista Dr. Palo Alto
5 3/20	B.B. Town	4010 Orange Rd. 94306
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# Not So Fast – High Speed Rail from San Francisco to San Jose

2009

## Petition

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#2 Elevated  
#1 Separation  
Access  
Noise

#7 Public  
Input

#7 Comment  
Period

## Signatures

	Name	Address	Email (optional)
1	<i>Charleston Shores</i>	4111 St Cam Rd, Palo Alto	
2	<i>Maryna Gomez</i>	114 Santa Clara Ave, San Bruno	
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Contact: [cmaboard@googlegroups.com](mailto:cmaboard@googlegroups.com). Please return completed petitions to: 4118 Park Blvd, Palo Alto.

Petition Version 2 - updated to reflect new deadline. We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life. #2 Elevated  
#1 Separation  
Aesthetics  
Misc
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build". #7 Public  
Interest
- iii. We request that the extremely short April 6 deadline be extended for at least an additional 60 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority. #7 Comment  
Process

	Date	Signatures	Address
1	4/1	<i>Edith Klein</i>	3738 Starr King Cir. lo. Palo Alto
2	4/1	<i>Eric</i>	276 Fairfield Ct. Palo Alto 94306
3	4/1	<i>MA</i>	709 Seminary Dr. Palo Alto 94303
4	4/2	<i>Shanti</i>	3440 Rambler Dr. Palo Alto 94306
5	4/2	<i>Markie</i>	464 Union Ave. Palo Alto 94301
6	4/2	<i>Sue Kroll</i>	2725 Shum Rd. Foothill Ranch CA 91708
7	4/2	<i>MA</i>	3112 South Ct. Palo Alto 94303
8	4/2	<i>Mark</i>	701 E. 11th St. PA 94303
9	4/2	<i>Keith Clark</i>	204 Washington Ave. PA 94301
10	4/2	<i>MA</i>	209 S. Almaden Ave. SJ CA 95110
11	4/2	<i>James (D) M</i>	3786 Redwood Cir. PA 94306
12	4/2	<i>Mark McNamee</i>	390 El Dorado Ct. PA 94306
13	4/2	<i>Stacy</i>	16 Pearce Mitchell Place Stanford 94305
14	4/2	<i>Mark McNamee</i>	380 New Lane Palo Alto 94305
15	4/2	<i>Debra</i>	2521 Middlefield Rd. Palo Alto 94301
16	4/3	<i>Mark</i>	709 Seminary Dr. Palo Alto 94303
17	4/3	<i>Barbara Cook</i>	3775 Middlefield Rd. 94303
18	4/3	<i>Mark</i>	3775 Middlefield Rd. 94303
19	4/3	<i>Mark</i>	3786 Redwood Cir. Palo Alto, CA 94306
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## Petition

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#2 Elevated  
#1 Separation  
Aesthetics  
Noise

#7 Public  
Interest

#7 Comment  
Period

## Signatures

D	Name	Address	Email (optional)
1	Emily M. Riegel	1056 Forest Avenue	
2	Vanessa	1560 PORTOLA AVE	
3	Jim Hollingsworth	1599 Mariposa	
4	Cyndi Hollingsworth	1599 Mariposa	
5	Elaine Nguyen	6091 Mariposa Ave 94301	
6	Diana M. Unruh	1555 MADRONA AVE	lesvina@pacbell.net
7	Stephen Grimes	1861 Waverley St	SGRIMES@SYMPATICS.COM
8	Alan Nguyen	447 Park Blvd	XANU@GMAIL.COM
9	Jeff Wolford	272 Whitcliff Dr.	
10	Jennifer Wolford	272 Whitcliff Dr.	jwdfeldc.usa.net
11	RAJIV SABHARWAL	1524 MADRONA AVE	Rajiv.sabharwal@pacbell.net
12	JULIETTA SABHARWAL	1534 MADRONA AVE	Julietta.sabharwal@pacbell.net
13	A. RACKY	221 MacLane St.	
14	Dennis M. Trzyk	201 MacLana	deazzer@uic.edu
15	Christina DiCaro	244 STATE STREET STE. CA	christina.lawrence@att.net
16	Jack Costello	244 State St	
17	Lawrence Lee	1511 MADRONA AVE	
18	Jamie Mally	737 Montrose Ave PA	JAMIE.MALLEY@YAHOO.COM
19	PRESTON CARTER	2412 EMERSON PA	PRESTON_CARTER@PAOBELL.NET
20	KRIS KLOVDAHL	4153 PARK AVE DR / LUISA M. K. S. S. KLOVDAHL	

## Petition

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.
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#2 Elevated  
#1 Separation  
Aesthetics  
Noise  
#7 Community  
Public  
District  
#7 Comment  
Period

## Signatures

D	Name	Address	Email (optional)
1	Emily M. Fenzl	1056 Forest Avenue	
2	Yvesin	1560 PORTOLAVE	
3	Jim Hollingsworth	1599 Mariposa	
4	Christen Hollingsworth	1599 Mariposa	
5	Glenn Grimes	609 Lomax Ave 94301	
6	Virginia Unruh	1555 ESTORIL AVE	esvira@pacbell.net
7	Stephen Grimes	1861 WATENLEY ST.	Stephen@Synapsys.com
8	Adam Nguyen	114 PARK Blvd	Xamilech@gmail.com
9	Teff Wolfeld	272 Whitclen Dr.	
10	Jennifer Wolfeld	272 Whitclen Dr.	Wolfellc.usa.net
11	RAJIN SASHARUZZ	1534 MADRONA AVE	rajin.sabu@pacbell.net
12	JULIE TA SASHARUZZ	1534 MADRONA AVE	julieta.sabu@pacbell.net
13	A. RAZAY	821 MacLane St	
14	Dennis Mitzky	201 MacLane	denzen@uwhi.edu
15	Christina DiGiovanni	244 State Street, SJ, CA	Attn: Caltransinfo@mta.com
16	Jack Costello	244 State St	
17	Lawrence Lee	1771 MAPLENO AVE	
18	Jamie Mally	7371 MONTAJO AVE, PA	Jamie.Mally@pacbell.net
19	PRESTON CARTER	2412 EMERSON PA	PRESTON-CARTER@PACBELL.NET
20	KRIS KLOUDAH	4153 PARK BLVD DR LUISA MRC	kdah@pacbell.net

## Petition

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#2 Elected  
#1 Separation  
Aesthetics  
Noise  
#7 Public  
Interest  
#7 Comments  
Period

## Signatures

#	Name	Address	Email (optional)
1	Tom KRAPET	244 Tennessee Lane	
2	Alejandro D. Gonzalez	334 Tennessee Lane	davegonzalez@gmail.com
3	Warren Borden	354 Tennessee Ln.	
4	DIANA LEVNDAR	364 Tennessee Ln	
5	WILLIAM D'ANGELO	4133 WILKE WAY	PALO ALTO
6	Phil Smalley	4155 WILKE WAY	PALO ALTO
7	Jeff Wright	367 Tennessee Ln	
8	Don Van Dike	273 Tennessee Ln	Palo Alto
9	Cathy M. VanDyke	273 Tennessee Ln	Palo Alto
10	Witt Johnson	4144 PARK BLVD	PALO ALTO
11	Wendy Walker	4144 PARK BLVD	Palo Alto
12	Kristie Sain	254 Tennessee Lane	Palo Alto
13	Richard McGinn	4044 Rutholina	Palo Alto
14	John C. Haugen	4176 Park Blvd	Palo Alto, Chapman, attorney
15	Bari Bai	321 Edie Ave	barihai@gmail.com
16	Lee Longhamer New	4253 Park Blvd	lee.longhamer@yahoo.com
17	RELA VAND	225 W. Meadow	RAYVAND@GMAIL.COM
18	ROBERT KOMLEC	4291 WILKE WAY	bjkkaroch@aol.com
19	Hinda Sack	4104 Park Blvd	P.A. - Hindasack@gmail.com
20	Keri Wagner	311 Edie Ave	keriw1@earthlink.net

Petition Version 2 - Updated to reflect new deadline

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life. #2 Elevated  
#1 Separation  
Noise
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build". #7 P-12  
Interest
- iii. We request that the extremely short April 6 deadline be extended for at least an additional 60 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority. #7 Comment  
Process

L	Date	Signatures	Address	Palo Alto	94306
1	3/29	J. H. @ Hagen	4176 Park Blvd	Palo Alto	94306
2	3/29	DMH Hagen	"	"	"
3	3/29	Michelle Baker	229 Edelle Ave	Palo Alto	94306
4	3/29	Maya Johnson	" "	" "	"
5	3/29	Karen Thorne	625 Lowell Ave	Palo Alto	94301
6	3/29	Pat Flynn	625 Lowell Ave	Palo Alto	94301
7	3/29	Sandra Sigerson	1680 BRYANT ST	PALO ALTO	94301
8	3/29	Cyrus Franklin	1680 Bryant St	Palo Alto	94301
9	(	✓	1050 Bryant St	"	"
10			1520 Bryant St	Palo Alto	94301
11		✓	1520 Bryant St	"	"
12	3/29	Cherie Martens	1501 Bryant St	"	"
13	1	Bessie Neenan	1701 Bryant St	Palo Alto	94301
14	1	✓	"	"	"
15	"	Carol Seal	1955 BRYANT	PALO ALTO	94301
16		Otis Frost	1991 BRYANT	PALO	"
17		✓	2001 Bryant St	"	"
18		Eliseon Grier	2001 Bryant St	"	"
19		✓	201 Santa Rita Ave	"	"
20		✓	1920 Bryant St	"	94301

## Not so fast! High Speed Rail from San Francisco to San Jose

Published by Sara Armstrong on Feb 14, 2009

### Background (Preamble):

On November 4, 2008, California voters passed Proposition 1A, approving the construction of a High Speed Rail system linking Southern California, the Sacramento-San Joaquin Valley, and the San Francisco Bay Area.

Three scoping meetings were held by the High Speed Rail Authority in late January 2009 to solicit public feedback for the San Francisco to San Jose segment of the rail system, which is currently envisioned along the existing CalTrain right-of-way.

The new High Speed Rail (HSR) requires the expansion of the right-of-way to accommodate two additional tracks, and grade separation at all the current grade level crossings. Many homes abut the current CalTrain corridor, which in some areas is not currently wide enough to accommodate the addition of two tracks. Many of the current grade level crossings occur in residential neighborhoods. The Authority has not articulated how decisions, such as how to achieve grade separation, will be made and what, if any, influence the communities immediately impacted by the construction and operation the High Speed Trains will have on the decision making process.

In addition to this lack of detail, the High Speed Rail Authority has truncated all public comments with a deadline of March 6, 2009, less than six weeks after the initial public scoping meetings.

### Petition Text:

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build".
- iii. We request that the extremely short March 6 deadline be extended for at least an additional 90 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority.

#1 Info

#2 Tracks  
Row  
Grade Separation  
Crossing  
#3 Public Interest

#4 Comment  
Period

#5 Elected  
#6 Separation  
#7 Aesthetic  
#8 No build

#9 Public  
Interest

#10 Comment  
Period

Total signatures 273 (Signature comments can be viewed in the Appendix of this document)

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
273	Mrs.	Jonna	Patton	17 Baylor Ln	Pleasant Hill	CA	USA	94523	N/G	Apr 06, 2009
272	Miss	Katharine	Nester	N/G	San Francisco	CA	USA	94103	N/G	Apr 06, 2009
271	N/G	Linda	Stanley	N/G	Palo Alto	California	USA	94303	N/G	Apr 06, 2009
270	N/G	Veronica	Medina	N/G	Vista	CA	USA	92081	<a href="#">View</a>	Apr 06, 2009
269	N/G	Margaret	Parra	1070 Hamet St.	Palo Alto	CA	USA	94301	<a href="#">View</a>	Apr 06, 2009
268	Mrs.	Kathy	Hamilton	121 Forest Lane	Menlo Park	CA	USA	94025	<a href="#">View</a>	Apr 05, 2009
267	Mrs.	Wendy	Porter	N/G	Castro Valley	CA	USA	94546	N/G	Apr 05, 2009
266	Ms.	Margaret B.	Saunders	3633 Park Blvd	Palo Alto	CA	USA	94306	<a href="#">View</a>	Apr 05, 2009
265	Mr.	Peter	Streiff	3723 Lindero Dr	Palo Alto	CA	USA	94305	<a href="#">View</a>	Apr 05, 2009
264	Dr.	Stefanos	Sidiropoulos	2550 Emerson St	Palo Alto	CA	USA	94301	N/G	Apr 05, 2009
263	Mr.	Samuel	Gotgelf	N/G	Mountain View	CA, Santa Clara county	USA	94043	N/G	Apr 04, 2009
262	N/G	Wasson	Quan	N/G	Mountain View	CA	USA	94040	N/G	Apr 04, 2009
261	Ms.	Charlotte	Reissmann	3394 South Court	Palo Alto	California	USA	94306	<a href="#">View</a>	Apr 04, 2009
260	N/G	Lawrence & Margaret	Herte	2441 Cowper St	Palo Alto	Santa Clara	USA	94301	<a href="#">View</a>	Apr 03, 2009
259	Mr.	Ed	Aguilar	N/G	PALO ALTO	CA	USA	94303	N/G	Apr 03, 2009
258	N/G	Peter	Whelan	4265 Alma Street	Palo Alto	California	USA	94306	<a href="#">View</a>	Apr 03, 2009
257	Mrs.	SHARON	GAETANILO	N/G	palm desert	CA	USA	92211	N/G	Apr 02, 2009
256	N/G	Jack	Castaneda	244 State Street	San Mateo	CA	USA	94401	<a href="#">View</a>	Apr 02, 2009
255	N/G	christine	dilauro	244 State Street	San Mateo	CA	USA	94401	<a href="#">View</a>	Apr 02, 2009
254	N/G	Rick	Nemcik-Cruz	N/G	San Leandro	CA	USA	94577	N/G	Apr 02, 2009
253	Mr.	adam	martin	willow glen	san jose	CA	USA	95125	<a href="#">View</a>	Apr 02, 2009
252	Mr.	Pablo	Riviere	333 Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Apr 02, 2009
251	Ms.	Brenda	Lowen	334 Grant Ave	Palo Alto	CA	USA	94306	N/G	Apr 02, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
250	Mr.	Lloyd	Leanne	N/G	Menlo Park	CA	USA	94025	N/G	Apr 02, 2009
249	Mr.	Son	Nguyen	N/G	Palo Alto	CA	USA	94306	<a href="#">View</a>	Apr 02, 2009
248	Ms.	Marge	Nemcik-Cruz	333 Tennessee Lane	Palo Alto	CA	USA	94306	<a href="#">View</a>	Apr 02, 2009
247	N/G	Deloma	Losacano	2695 Middlefield Road	Palo Alto	CA	USA	94306	<a href="#">View</a>	Apr 02, 2009
246	N/G	Parth	Chandra	3958 Nelson Ct	Palo Alto	CA	USA	94306	N/G	Apr 01, 2009
245	N/G	Marcela	Varma	N/G	Palo Alto	CA	USA	94301	<a href="#">View</a>	Apr 01, 2009
244	N/G	Kathryn	Castaneda	14419 Crestwood Ave	Poway	CA	USA	92064	<a href="#">View</a>	Apr 01, 2009
243	Mr.	William	Gelman	3821 Everett	Oakland	CA	USA	94602	<a href="#">View</a>	Apr 01, 2009
242	Ms	Grace	Wu	4201 Juniper Lane	palo Alto	CA	USA	94306	N/G	Apr 01, 2009
241	ms	Christine	Nguyen	3491 Park bvd	Palo Alto	CA	USA	94306	N/G	Apr 01, 2009
240	Mr.	Garry	Thomas	N/G	Palo Alto	CA	USA	94306	<a href="#">View</a>	Apr 01, 2009
239	N/G	Laura	Hoffman	N/G	Mountain View	CA	USA	94043	N/G	Apr 01, 2009
238	N/G	Dennis	Mitzyk	N/G	Palo Alto	CA	USA	94306	<a href="#">View</a>	Apr 01, 2009
237	MR.	John	Haugen	4176 Park Blvd.	Palo Alto	CA	USA	94306	<a href="#">View</a>	Apr 01, 2009
236	N/G	Dan	Chow	N/G	Palo Alto	CA	USA	94306	N/G	Mar 31, 2009
235	N/G	Thomas	Sousa	160 Melville Ave.	Palo Alto	CA	USA	94301	<a href="#">View</a>	Mar 31, 2009
234	Ms.	Shanti	Dorfman	N/G	Fremont	CA	USA	94555	N/G	Mar 31, 2009
233	Ms.	Gina	Frosch	N/G	Palo Alto	CA	USA	94301	<a href="#">View</a>	Mar 31, 2009
232	N/G	Margo	Kelly	N/G	Mountain View	CA	USA	94043	N/G	Mar 31, 2009
231	N/G	Greg M.	Bell	2960 Cowper Street	Palo Alto	CA	USA	94306	<a href="#">View</a>	Mar 30, 2009
230	Mr.	Jeffrey	Carlisle	868 Creek Dr.	Menlo Park	CA	USA	94025	N/G	Mar 30, 2009
229	N/G	Allison	McGill	132 Hamilton Avenue	Mountain View	California	USA	94043	<a href="#">View</a>	Mar 30, 2009
228	N/G	Michelle	Badger	N/G	Mountain View	CA	USA	94043	<a href="#">View</a>	Mar 30, 2009
227	Mr.	Wouter	Suverkropp	N/G	Mountain View	CA	USA	94043	N/G	Mar 29, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
226	Mrs.	Sharmila	Sigdel	50 Roosevelt Cir	Palo Alto	CA	USA	94306	N/G	Mar 29, 2009
225	N/G	Tara	Sigdel	50 Roosevelt Cir	Palo Alto	CA	USA	94306	N/G	Mar 29, 2009
224	N/G	Bonnie	Tolles	2547 Alvin Street	Mountain View	CA	USA	94043	N/G	Mar 29, 2009
223	N/G	David	Shayer	2502 Emerson St	Palo Alto	CA	USA	94301	N/G	Mar 29, 2009
222	Mrs.	Lisa	Steinback	N/G	Palo Alto	CA	USA	94306	View	Mar 29, 2009
221	Mr.	Robert	Valent	349 Arden Road	Menlo Park	CA	USA	94025	N/G	Mar 29, 2009
220	N/G	Margaret	Fruth	N/G	Menlo Park	CA	USA	94025	View	Mar 28, 2009
219	Mrs.	Sharareh	McDaniel	N/G	Palo Alto	California	USA	94306	N/G	Mar 28, 2009
218	Mrs.	Rosemary	Nolen	N/G	palo alto	California	USA	94306	N/G	Mar 28, 2009
217	Mr.	David	Nolen	N/G	palo alto	California	USA	94306	View	Mar 28, 2009
216	Ms.	Johanne	Corbell	2107 Showers Dr	Mountain View	CA	USA	94040	View	Mar 27, 2009
215	Ms.	Linda	Li	4293 Park Blvd	Palo Alto	CA	USA	94306	View	Mar 27, 2009
214	Mr.	Jacob	Goldberg	N/G	Palo Alto	CA	USA	94306	View	Mar 26, 2009
213	Mr.	Jeff	Wolfeld	272 Whitclerm Dr	Palo Alto	CA	USA	94306	N/G	Mar 26, 2009
212	N/G	jennifer	wolfeld	272 whitclerm dr	palo alto	ca	USA	94306	N/G	Mar 26, 2009
211	Mrs.	connie	bodmer	N/G	mountain view	ca	USA	94040	View	Mar 23, 2009
210	N/G	Brian	Fitzgerald	36 Brookside Ave,	San Jose	CA	USA	95117	N/G	Mar 23, 2009
209	Ms.	Chi-Ming	Wang	N/G	Palo Alto	CA	USA	94306	View	Mar 22, 2009
208	Mr.	Brian	Missett	597 Ashton	Palo Alto	CA	USA	94306	N/G	Mar 22, 2009
207	N/G	Andrea	Carlisle	N/G	Menlo Park	CA	USA	94025	N/G	Mar 22, 2009
206	Mrs.	Kirsten	Misbett	597 Ashton Ave	Palo Alto	CA	USA	94306	N/G	Mar 22, 2009
205	N/G	Kate	Mone	4163 Park Blvd	Palo Alto	CA	USA	94306	View	Mar 22, 2009
204	N/G	Jene	Cheng	N/G	mountain view	CA	USA	94040	N/G	Mar 22, 2009
203	Mrs.	Aleksandra	Stajoevic	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
202	Mr.	Zoran	Stajoevic	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
201	Ms.	Shereen	Barr	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
200	Mr.	Ari	Polidi	N/G	Redondo Beach	CA	USA	90278	N/G	Mar 22, 2009
199	N/G	Wendy	YU	100 Beacon St	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
198	N/G	Olga	Machkova	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
197	N/G	Simon	Belotskovsky	N/G	Mountain View	CA	USA	94040	N/G	Mar 22, 2009
196	N/G	Jae	Kim	N/G	Mountain View	CA	USA	94040	View	Mar 22, 2009
195	Mr.	gary	roth	885 Loyola dr.	los altos	california	USA	94024	N/G	Mar 21, 2009
194	Dr.	Zheng	Wang	N/G	Mountain View	California	USA	94040	N/G	Mar 21, 2009
193	Dr.	Qian	Weng	N/G	Mountain View	California	USA	94040	N/G	Mar 21, 2009
192	Dr.	Jingbin	Wang	104 Concord Street	Mountain View	CA	USA	94040	N/G	Mar 21, 2009
191	Dr.	Erdan	Gu	N/G	Mountain View	santa clara	USA	94040	N/G	Mar 21, 2009
190	Dr.	Vijay	Vusihkala	N/G	Palo Alto	CA	USA	94306	N/G	Mar 21, 2009
189	N/G	Zhengping	Chen	N/G	Palo Alto	CA	USA	94306	N/G	Mar 21, 2009
188	N/G	Chengdi	Sheng	N/G	Palo Alto	CA	USA	94306	N/G	Mar 21, 2009
187	Dr.	Guido	Amout	2385 Santa Ana Street	Palo Alto	CA	USA	94303	View	Mar 20, 2009
186	N/G	Tao	Hou	N/G	Palo Alto	CA	USA	94306	View	Mar 20, 2009
185	N/G	Kai	Ma	N/G	Palo Alto	CA	USA	94306	View	Mar 20, 2009
184	Mrs	Rita	Amout	Santa Ana Street	Palo Alto	CA	USA	94303	View	Mar 20, 2009
183	Mr	Hongwei	Feng	N/G	Palo Alto	CA	USA	94306	N/G	Mar 20, 2009
182	Ms	Joyce	Liu	N/G	Palo Alto	CA	USA	94303	N/G	Mar 19, 2009
181	N/G	Tracy	Liu	N/G	Palo Alto	CA	USA	94306	View	Mar 19, 2009
180	Mrs	Ietra	dilavro	4131 park blvd	palo alto	CA	USA	94306	View	Mar 19, 2009
179	N/G	Jin	Pi	4240 Wilkie Way	Palo Alto	CA	USA	94306	N/G	Mar 18, 2009
178	N/G	Jenine	Marcacci	4109 Park Blvd	Palo Alto	CA	USA	94306	N/G	Mar 17, 2009
177	N/G	Martha	Schmidt	N/G	Palo Alto	CA	Equator al Guinea	94301	N/G	Mar 16, 2009
176	N/G	David	Griffin	N/G	Palo Alto	CA	USA	94301	View	Mar 16, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
175	Mrs.	Paula	Matto	N/G	Palo Alto	CA	USA	94306	N/G	Mar 15, 2009
174	Mr.	Stephen	Wheeler	4241 Wilkie Way	Palo Alto	CA	USA	94306	N/G	Mar 15, 2009
173	Dr.	Barry Z.	Rose	N/G	Palo Alto	CA	USA	94306	N/G	Mar 14, 2009
172	N/G	Alan	Cooper	270 Kellogg Ave	Palo Alto	CA	USA	94301	View	Mar 14, 2009
171	N/G	Steve	Gustafson	N/G	La Crescenta	CA	USA	91214	N/G	Mar 13, 2009
170	MR	Buck	Canterbury	3918 Parkside Ct	Rosamond	CA	USA	93560	N/G	Mar 12, 2009
169	ms	melanie	walker	N/G	San Francisco	CA	USA	94306	View	Mar 11, 2009
168	Mr	Peter	Fuerst	301 Edlee Avenue	Palo Alto	CA	USA	94306	N/G	Mar 11, 2009
167	Ms	Sue	Fuerst	301 Edlee Avenue	Palo Alto	CA	USA	94306	N/G	Mar 11, 2009
166	N/G	Larry	Mone	4163 Park Blvd	Palo Alto	CA	USA	94306	N/G	Mar 10, 2009
165	N/G	Yefei	Peng	N/G	palo alto	CA	USA	94306	N/G	Mar 10, 2009
164	Mrs.	Jenny	zhang	N/G	Palo Alto	CA	USA	94306	View	Mar 10, 2009
163	N/G	Henry	Luce	4255 Ruthelma	Palo Alto	CA	USA	94306	View	Mar 10, 2009
162	Mr	Dennis	Mitzky	N/G	Palo Alto	CA	USA	94306	View	Mar 08, 2009
161	N/G	Tanya	Do	386 Whittem Dr	Palo Alto	CA	USA	94306	N/G	Mar 06, 2009
160	Mr	Mark	Dobervich	N/G	Palo Alto	CA	USA	94306	View	Mar 04, 2009
159	Mr	William	Lu	N/G	Palo Alto	CA	USA	94306	N/G	Mar 04, 2009
158	N/G	JEAN	WANG	271 DAVENPORT WAY	PALO ALTO	CA	USA	94306	View	Mar 03, 2009
157	N/G	Saera	Khan	N/G	San Francisco	CA	USA	94114	N/G	Mar 03, 2009
156	N/G	Anne	Callahan	N/G	Palo Alto	CA	USA	94301	N/G	Mar 02, 2009
155	N/G	Joy	Sleizer	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
154	Ms.	Shan	Schoenfeld	524 E, Capistrano	San Mateo	CA	USA	94402	N/G	Mar 02, 2009
153	Ms	Kalen	Zh	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
152	N/G	T.R.	Ranganath	N/G	Palo Alto	CA	USA	94306	View	Mar 02, 2009
151	Ms.	Hindi	Hipp	N/G	Palo Alto	CA	USA	94303	View	Mar 02, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
150	Mr.	Michael	Johnston	14908 Dakota Rd	Apple Valley	CA	USA	92307	N/G	Mar 02, 2009
149	N/G	Michael	Kuehn	4248 Newberry Ct	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
148	N/G	Saxon	Noh	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
147	Mrs.	Marilyn	Putney	263 Whitclem Dr.	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
146	N/G	Werner	Ju	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
145	Ms.	Abby	Boyd	3998 Bibbils Dr	Palo Alto	CA	USA	94303	<a href="#">View</a>	Mar 02, 2009
144	N/G	Anne	Brodel	1810 birch St	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
143	N/G	Penny	Fox	1810 Birch St	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
142	Mrs.	Sharon	Cooper	237 Edlee Avenue	Palo Alto	CA	USA	94306	<a href="#">View</a>	Mar 02, 2009
141	N/G	Elaine	Meyer	N/G	Palo Alto	CA	USA	94301	<a href="#">View</a>	Mar 02, 2009
140	N/G	Tracy	Douglas	4285 Park Blvd	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
139	N/G	Helen	Hsiu	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
138	N/G	Renee	Hofer	4111 Park Blvd.	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
137	Ms	Carlin	Otos	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
136	Ms.	Deborah	Ju	371 Whitclem Drive	Palo Alto	CA	USA	94306	<a href="#">View</a>	Mar 02, 2009
135	N/G	Marc	Loinaz	N/G	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
134	Ms	Nancy	Fox	Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
133	Mr.	Ed	Fox	Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Mar 02, 2009
132	Mr.	Jeff	Wolfeld	272 whitclem Dr.	palo alto	ca	USA	94306	N/G	Mar 02, 2009
131	Ms	Jenifer	wofeld	272 whitclem	palo alto	ca	USA	94306	N/G	Mar 02, 2009
130	Miss	Wilma	Milligan	2403 Park Blvd.	Palo Alto	CA	USA	94306	<a href="#">View</a>	Mar 01, 2009
129	N/G	Sarah	Marion	4121 Park I	Palo Alto	CA	USA	94306	N/G	Mar 01, 2009
128	N/G	carl	brusehaber	22241 nisqually rd.#102	Applevalley	ca	USA	92308	<a href="#">View</a>	Mar 01, 2009
127	N/G	Diane	Carpenter	N/G	Forest Lake	Minnesota	USA	55025	<a href="#">View</a>	Mar 01, 2009
126	Mr.	Anthony	Meyer	15688 Ash St	Hesperia	CA	USA	92345	N/G	Mar 01, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
125	Dr.	Leon	Selby	4249 park Blvd	Palo Alto	CA	USA	94306	N/G	Mar 01, 2009
124	Mrs.	Jieun	lee	N/G	palo alto	ca	USA	94306	N/G	Mar 01, 2009
123	Mr	sang-min	lee	N/G	palo alto	ca	USA	94306	N/G	Mar 01, 2009
122	N/G	trista	nguyen	4147 park blvd	palo alto	ca	USA	94306	N/G	Mar 01, 2009
121	N/G	alan	nguyen	4147 park blvd	palo alto	CA	USA	94306	N/G	Mar 01, 2009
120	Mr.	Blaine	Tehaney	N/G	Alterton	CA	USA	94027	N/G	Mar 01, 2009
119	Dr.	Daniel	Hostetter	N/G	Palo Alto	CA	USA	94306	View	Feb 28, 2009
118	N/G	Rachelle	Acuna-Narvaez	N/G	Palo Alto	CA	USA	94306	N/G	Feb 28, 2009
117	N/G	Elizabeth	Sincerbox	4047 Park BLVD.	Palo Alto	CA	USA	94306	N/G	Feb 28, 2009
116	N/G	Philip	Sincerbox	4047 Park BLVD.	Palo Alto	CA	USA	94306	N/G	Feb 28, 2009
115	MRS	SUSAN	Martinson	2001 Ahoy Ct	El Dorado Hills	Ca	USA	95762	N/G	Feb 28, 2009
114	Mr.	Michael	Martinson	2001 Ahoy Ct	El Dorado Hills	Ca	USA	95762	N/G	Feb 28, 2009
113	N/G	Annette	Ashton	N/G	Palo Alto	Ca	USA	94306	View	Feb 28, 2009
112	Mr.	Jeffrey	Miller	N/G	Rancho Cucamonga	Ca	USA	91730	N/G	Feb 27, 2009
111	N/G	Elfrid	Gioumousis	992 Loma Verde Avenue	Palo Alto	CA	USA	94303	View	Feb 27, 2009
110	ms	gina	truong	N/G	palo alto	ca	USA	94306	N/G	Feb 27, 2009
109	Ms	Faith	Brigel	518 Byron St	Palo Alto	CA	USA	94301	View	Feb 27, 2009
108	N/G	David	Richoux	118 Churchill Ave	Palo Alto	CA	USA	94301	View	Feb 27, 2009
107	Ms	Wei	Tang	3767 Redwood Circle	Palo Alto	CA	USA	94306	View	Feb 27, 2009
106	N/G	Kieran	Sherlock	N/G	Palo Alto	CA	USA	94306	N/G	Feb 27, 2009
105	MR.	Eric	Ostrowski	645 Fuller Ave	San Jose	CA	USA	95125	N/G	Feb 27, 2009
104	MRS	Andrea	Ostrowski	645 Fuller Ave	San Jose	CA	USA	95125	N/G	Feb 27, 2009
103	N/G	Susan	Stene	N/G	San Jose	CA	USA	95125	View	Feb 27, 2009
102	N/G	Noirko	Aba	N/G	San Francisco	CA	USA	94110	N/G	Feb 27, 2009
101	Dr.	Ulka	Agarwal	N/G	Menlo Park	CA	USA	94025	N/G	Feb 26, 2009
100	N/G	Kirsten	Leimroth	N/G	Palo Alto	CA	USA	94301	N/G	Feb 26, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
99	N/G	Jay	Simpson	N/G	San Jose	CA	USA	95131	View	Feb 26, 2009
98	Dr	John	Penix	N/G	Mountain View	CA	USA	94041	N/G	Feb 26, 2009
97	N/G	Jacqueline	Feder	433 Tennessee Lane	Palo Alto	California	USA	94306	N/G	Feb 26, 2009
96	N/G	Carlos	Feder	433 Tennessee Lane	Palo Alto	California	USA	94306	N/G	Feb 26, 2009
95	Ms.	Michelle	Harris	676 Fuller Ave	San Jose	CA	USA	95125	View	Feb 26, 2009
94	Mrs	Bonnie	Mateos	4131 Wilkie Way	Palo Alto	California	USA	94306	N/G	Feb 26, 2009
93	Mr	Nino	Mateos	4131 Wilkie Way	Palo Alto	California	USA	94306	N/G	Feb 26, 2009
92	Ms.	Julie	Quinlan	N/G	Athenon	CA	USA	94027	View	Feb 26, 2009
91	Ms	Teresa	Rimmer	N/G	Redlands	CA	USA	92373	N/G	Feb 26, 2009
90	N/G	Armit	Karmarkar	N/G	Palo Alto	CA	USA	94301	N/G	Feb 26, 2009
89	N/G	Karen	Toscos	3421 E Camino Real	Atherton	CA	USA	94027	View	Feb 26, 2009
88	N/G	Mary	Penix	94 Eldora Dr.	Mt. View	CA	USA	94041	N/G	Feb 26, 2009
87	N/G	Matt	Passell	315 Barclay Court	Palo Alto	CA	USA	94306	N/G	Feb 26, 2009
86	Ms	Maryann	Berkowitz	121 Erica Way	Portola Valley	CA	USA	94028	N/G	Feb 25, 2009
85	Mr	Phil	Egan	N/G	Palo Alto	California	USA	94306	View	Feb 25, 2009
84	N/G	Sandra	Koppe	315 Barclay Cl	Palo Alto	CA	USA	94306	View	Feb 25, 2009
83	N/G	Lisa	Sa	N/G	palo alto	CA	USA	94306	View	Feb 25, 2009
82	Ms	Ritu	Upadhyay	N/G	Palo Alto	CA	USA	94306	N/G	Feb 25, 2009
81	Ms.	Shari	Daluto	886 LLIMA COURT	Palo Alto	CA	USA	94306	N/G	Feb 25, 2009
80	Ms.	Nancy	Smith	785 Montrose Ave	Palo Alto	CA	USA	94303	N/G	Feb 25, 2009
79	N/G	Jeff	Greenfield	3476 Waverley Street	Palo Alto	CA	USA	94306	View	Feb 25, 2009
78	N/G	Yu-Shen	Ng	4148 Briarwood Way	Palo Alto	CA	USA	94306	N/G	Feb 24, 2009
77	Nr	Cosmos	Nicolaou	3830 Magnolia Drive	Palo Alto	CA	USA	94306	N/G	Feb 24, 2009
76	N/G	Evelyn	Aguon	N/G	Palo Alto	CA	USA	94306	N/G	Feb 24, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
75	N/G	Manas	Mandal	N/G	Palo Alto	CA	USA	94306	<a href="#">View</a>	Feb 24, 2009
74	N/G	Sharon	Kelly	253 Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Feb 24, 2009
73	Dr.	Charles	Sholtz	3661 Park Ave (pending purchase)	Palo Alto	CA	USA	94303	<a href="#">View</a>	Feb 24, 2009
72	N/G	Thomas	Pencek	3495 Ramona Street	Palo Alto	CA	USA	94306	N/G	Feb 24, 2009
71	Mr.	Felix	Natis, Sr.	3283 Waverley ST.	Palo Alto	CA	USA	94306	<a href="#">View</a>	Feb 24, 2009
70	Dr	Howard	Cohen	3272 Cowper Street	Palo Alto	CA	USA	94306	<a href="#">View</a>	Feb 24, 2009
69	N/G	Lisa	Westrich	365 Parkside Drive	Palo Alto	CA	Vatican City	94306	N/G	Feb 24, 2009
68	Mr	James	Sliver	45 Roosevelt Circle	Palo Alto	CA	USA	94308	<a href="#">View</a>	Feb 24, 2009
67	N/G	Tina	Peak	160 Palo Alto Ave	Palo Alto	CA	USA	94301	<a href="#">View</a>	Feb 24, 2009
66	Mr	Jinxing	Cheng	N/G	Palo Alto	CA	USA	94306	<a href="#">View</a>	Feb 24, 2009
65	Mr.	Justin	Chuen	N/G	Palo Alto	CA	USA	94303	<a href="#">View</a>	Feb 24, 2009
64	Ms	Xiaoying	Gao	4232 Wilde Way	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
63	Mr.	Kevin	Wu	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
62	Mrs	Kristien	Arnou Karmarkar	N/G	Foster City	CA	USA	94404	<a href="#">View</a>	Feb 23, 2009
61	Mrs	Asha	Karmarkar	4127 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
60	Mr.	Vishram	Karmarkar	4127 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
59	Mr	Jian	Ma	Wilkie Way	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
58	N/G	Becky	Epstein	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
57	N/G	Anna	Ma	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
56	Mr	J	Pi	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
55	Ms	Tao	Li	N/G	Palo Alto	CA	USA	94306	N/G	Feb 23, 2009
54	Mr	John C.	Haugen	4176 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
53	N/G	Anjan	Ghose	N/G	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
52	Mr.	Robert	Martinson	N/G	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
51	Mrs.	Stephanie	Martinson	N/G	Palo Alto	CA	USA	94306	<a href="#">View</a>	Feb 22, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
50	Mrs.	Audrey	Cutter	4114 Park Blvd.	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
49	N/G	carolyn	home	4249 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 22, 2009
48	Mrs	Khurshid	Gandhi	321 W Meadow Dr	Palo Alto	CA	USA	94306	N/G	Feb 21, 2009
47	Mr.	David	Home	4249 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 21, 2009
46	N/G	Nadia	Naik	1825 Emerson St	Palo Alto	CA	USA	94301	N/G	Feb 21, 2009
45	mr	jonathan	home	park blvd	palo alto	ca	USA	94306	View	Feb 19, 2009
44	Ms.	Julie	Turner	N/G	Palo Alto	CA	USA	94306	N/G	Feb 19, 2009
43	Mr	Kenneth	Li	N/G	Palo Alto	ca	USA	94306	N/G	Feb 19, 2009
42	Mrs	Ivy	Li	N/G	Palo Alto	ca	USA	94301	N/G	Feb 19, 2009
41	N/G	Jeffre	Marcacci	4109 Park Blvd.	Palo Alto	CA	USA	92705	View	Feb 18, 2009
40	N/G	Jolene	Hsu	1201 Dana Ave.	Palo Alto	CA	USA	94301	View	Feb 18, 2009
39	N/G	Mirella	Minnich	N/G	Palo Alto	California	USA	94306	N/G	Feb 18, 2009
38	Dr.	Luisa	Montain-Klov Dahl	N/G	Palo Alto	CA	USA	94306	N/G	Feb 18, 2009
37	N/G	Anne	Hessing	431 Carolina Ln.	Palo Alto	CA	USA	94306	N/G	Feb 18, 2009
36	Mr	Bruce	Lancaster	N/G	Palo Alto	CA	USA	94306	View	Feb 18, 2009
35	Mrs	Clairé	Flemm	N/G	Palo Alto	CA	USA	94306	N/G	Feb 17, 2009
34	Ms	Sarah	Carpenter	2091 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 17, 2009
33	N/G	Mary	Brodbeck	2383 south court	palo alto	ca	USA	94301	N/G	Feb 17, 2009
32	Dr	Robert	McGinn	1560 Mariposa Avenue	Palo Alto	CA	USA	94306	N/G	Feb 17, 2009
31	N/G	Eric & Lynne	Sietzel	239 Whittem Ct.	Palo Alto	CA	USA	94306	N/G	Feb 16, 2009
30	Mr	Robert	Stillerman	N/G	Palo Alto	CA	USA	94306	N/G	Feb 16, 2009
29	Mrs.	Samia	Smith	2031 park blvd.	palo alto	ca	USA	94306	View	Feb 16, 2009
28	N/G	David	Hilbert	N/G	Palo Alto	CA	USA	94306	N/G	Feb 16, 2009
27	N/G	Jean	Olmsted	240 W Charleston Road	Palo Alto	California	USA	94306	N/G	Feb 15, 2009
26	mr	roger	sack	4104 park blvd	palo alto	CA	USA	94306	N/G	Feb 15, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Z/p/PC	Comment	Date
25	N/G	Tracy	Douglas	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
24	Mr	Prasenjit	Bardhan	1648 Manposa Av	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
23	Mrs.	Lisa	Marcacci	4109 Park Blvd	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
22	Dr.	Anna	Hempstead	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
21	N/G	John	Hofer	4111 Park Blvd.	Palo Alto	California	USA	94306	N/G	Feb 15, 2009
20	Dr.	Hinda	Sack	4104 Park Blvd.	Palo Alto	CA	USA	94306	View	Feb 15, 2009
19	Mr.	Craig	Moye	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
18	N/G	patrick	caruthers	1530 portola ave	palo alto	CA	USA	94306	N/G	Feb 15, 2009
17	Mr.	Ben	Tseng	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
16	Mrs.	Jocelyn	Tseng	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
15	Dr	Christopher	Kanterlev	N/G	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
14	N/G	Ginny	LaRiviere	453 Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
13	N/G	Philip D.	LaRiviere	453 Tennessee Lane	Palo Alto	CA	USA	94306	N/G	Feb 15, 2009
12	N/G	Florence	LaRiviere	453 Tennessee Lane	Palo Alto	CA	USA	94306	View	Feb 15, 2009
11	Mrs.	Helen	Stavropoulos Sandoval	N/G	Palo Alto	CA	USA	94306	View	Feb 14, 2009
10	N/G	Ken	Wagner	311 Edlee Ave	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009
9	Mr	Blakr	Putney	263 Whittem Dr	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009
8	Mrs.	Camille	Leblond	4215 Ruthelma Avenue	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009
7	Dr.	Carlos	Feder	433 Tennessee Lane	Palo Alto	California	USA	94306	View	Feb 14, 2009
6	Mr	Hugo	Fierres	341 Carolina Ln	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009
5	mr	phil	smaller	4155 Wilkie	palo alto	CA	USA	94306	N/G	Feb 14, 2009
4	Mrs.	Magda V.	Grant	4155 Wilkie Way	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009
3	N/G	Wendy	Akers-Ghose	N/G	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009

#	Title	FirstName	Surname	Address	Town/City	S/C/P	Region	Zip/PC	Comment	Date
2	Mrs.	Mildred	Chetnik	185 Ely Place	Palo Alto,	CA	USA	94306	<a href="#">View</a>	Feb 14, 2009
1	Ms	Sara	Armstrong	N/G	Palo Alto	CA	USA	94306	N/G	Feb 14, 2009

\*N/C - field not collected by the author

\*N/G - not given by the signer

\*S/C/P - State, County or Province

\*PC - Post Code

\*View - view comment

## Appendix: All signatures comments

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Please take the public's input into consideration. Thank you

#7 Public Interest

269

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Splitting the peninsula in 2 with a horrible overhead rail was not what I signed for when I voted to approve the funding. Undergrounding the rails is the only alternative I can support

#2 Elevated  
Tunnel

268

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I am against the high speed train to go through the Pacheco Pass since it will negatively effect the ecology of the state and cost much more money. In addition it would destroy beautiful communities. If for some reason it had to be installed through the Pacheco Pass, I ask that that tunneling be used as to eliminate the negative impact across the Peninsula cities.

#2 Alternative route  
#1 Bio  
#3 Cost  
#2 Tunnel

I am in favor of the Altamont Pass option as a first option.

#2 Alternative route

266

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It is vital that the comment period for this project be extended and that the high speed rail project team put a significant amount of effort into explaining the complete truth to those of us along the tracks about what will/may happen TO us. "Happening TO us" is the operative phrase as none of the negative information was shared prior to the vote last Fall - so people voted with less than complete information.

#7 Comment Period  
Transparency  
Prop 1A - misinfo

265

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I fully support High-Speed rail if done the right way and not negatively impacting residential areas. Tunnels or trenches should be done to protect neighborhoods.

#8 support  
#12 Tunnel/trench

261

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The train needs to go under ground. Most of Palo Alto is going to be impacted by both the unsightly raised train tracks and the ongoing street closings because of passing trains. A network of LA style overpasses is not a solution for a long established residential town. Many people in this community will have their planned retirement disrupted because of lower property values.

#2 Tunnel  
Elevated  
#1 Accessibility  
#6 Property values  
#5 Cost

With many skilled workers and contractors out of work you have the manpower to build tunnels at a reasonable price.

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Don't divide Palo Alto into four quadrants, it will be no more one Community

#1 Separation

258

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Whoa! If the current high-speed rail proposal marches through as planned, only a very few people will benefit, namely the "Joint Powers". Caltrans, is chompin' at the bit. Nothin' better than a multi-billion dollar project to lightin' your step. Hmmm...

#3 GI Train  
Coordination

256

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I would like to see the high speed rail stop in San Jose and transfer to an electrified baby bullet on Cal Train. Why

#2 Stop Terminal  
at San Jose  
#3 Coordination

spend additional money and destroy communities up and down the Peninsula if we don't need to? Let's be fiscally responsible in our current budget crisis.

#3 Coordination  
#5 Community costs

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I am concerned we are rushing into a plan that has not been fully researched a vetted in the local communities. I feel this is very similar to a plan underway to electrify the Cal Train rails. Why are we duplicating the effort and expense and for what return?

#7 Transparency  
#4 Electrify train

253

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high speed rail in other countries is set up on the outskirts of town, not in the middle. this is way to costly. if they use eminent domain they better pay me what i paid for the house and not what the current value is. eminent domain will bankrupt me.

#2 Rail system  
#5 Cost  
#6 Property value  
Eminent domain

249

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Please give us peace. Those tracks will destroy our living environment by adding toxical noises and a barrier to the outside world.

#1 Noise separation

248

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No elevated tracks! The current plan would be a disaster for Palo Alto and other neighborhoods along the Cal Train route.

#2 Elevated

247

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Stop and think how many lives this would destroy!! Have we not learn anything from the result of todays economy that in name of the almighty dollar what we would sacrifice!!

#1 Community impact

245

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Please provide the community the opportunity to give input on this important matter that will have a lasting impact on the neighborhood.

#7 Public interest/commit

244

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Please STOP the plans for the High Speed Rail. It is not a good idea for the state of California.

#9 oppose

243

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TUNNELEING IS AN OPTION GIVEN THE TREMENDOUS DISRUPTION THIS IMPORTANT SERVICE IS LIKELY TO CAUSE THE NEIGHBORHOODS ALONG THE ROUTE.

#2 Tunnel

240

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Both the tone and character of local neighborhoods and whole cities adjoining the current rail tracks will be irreparably damaged (including the loss of many homes) if the current elevated four-track plans proceed to completion.

#2 Elevated  
#6 Eminent domain

238

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The entire HSR project is a huge scam and it must be stopped! The people of CA were deceived into voting for this

#9 oppose

insane project. We must file suit to stop this and see that the guilty parties are punished for election fraud.

] #7 Prop 1A

237

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We have to live with the results for a long time, so make sure people are aware of what we're getting into.

] #7 Transparency

235

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consider the tunnel option or better yet run the HST from San Jose to LA with bullet service from SF to San Jose.

#2 Tunnel  
#4 Rail 11/14  
#3 Cal Train

233

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I am against, as many are, any underpasses and overpasses. The noise from the overpasses will be very disruptive to this entire area. Please move forward with the tunneling project instead.

#2 Grade separation  
#1 Tunnel  
#1 Noise

231

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Would the project be easier to get started if the main high speed rail section was first built between San Jose and the main Los Angeles terminal? Taking our current Cal Train from anywhere on the peninsula to San Jose regardless of the speed is not an issue for my family. It's the drive down highway 5 that's the big time waster, air polluter and energy drain; about 5-6 hours by car. If money does run dry, and it may easily in our current economy, the main section/leg has the most value. Bu

#2 Construction  
#1 Planning  
#1 DTA 10/14

229

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This is an enormous project that requires more time, planning and input of options, financial commitments, public consideration and construction.

] #7 Public Interest  
Planning

228

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My home will be directly impacted by the noise, visual impact and construction of the proposed High Speed Rail plan on the San Francisco Peninsula.

#1 Noise  
#1 Aesthetic  
Construction

I respectfully request you study the possibility of placing the proposed tracks in a trench of 15ft deep with sound walls, or in an underground tunnel. In both cases, many if not most of the long term environmental impacts might be mitigated, road crossings made both cheaper and more attractive, and easier to maintain.

#2 Trench  
#2 Tunnel

222

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The CA voters were deceived by the government last Nov when we voted on this Bond measure. The newspapers, local govt and CHSRA never indicated that the Caltrain corridor would be used for the HSR. This bond measure NEVER would have passed if we had known what their plans were! This was deceptive and unfair. The CA voters will demand a re-vote. The CHSRA should be routing the HSR through the Pacheco Pass, along BART or 101.

] #7 Prop 1A  
#2 Alternative route

220

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High Speed Rail is not commuter rail, but one more form of welfare for the rich. Why didn't the ballot measure include, & the media publish, all points of view?

] #7 Public Interest

217

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I am inalterably opposed to HSR on the peninsula on the current CalTrans tracks.

] #9 Design

216

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An elevated track system will destroy our community. Please consider that this will greatly reduce the benefits of high speed rail, which I otherwise support.

#2 Elevated

215

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Need consider the effect. Please!!!!!!

#1 Community impact

214

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Alongside highway 101 is far superior to the CALTRAIN route. The harm to the community is not justified by high-speed access to distant places.

#2 Alternatives

211

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no build high speed rail through cal train track, we can't sleep well by this noise. You can build high speed rail far away from residents area. We are the residents, have the right to live in quite neighborhood.

#1 Noise  
#2 Alternative route

209

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I oppose to build the high-speed train through Palo Alto.

#3 Oppose

205

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Very concerned about Safety. Derailment at very high speed could obliterate my house/ my family. Can you guarantee our safety 100%?

#1 Safety

196

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Please consider no elevation for the train tracks for the high-speed trains.

#2 Elevated

187

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Alternatives to be considered are:

1. A tunnel to connect the high-speed rail San Jose to San Francisco
2. Not connecting the high-speed rail from San Jose to San Francisco and connecting these 2 cities by a slightly faster train on the existing tracks with fewer stops
3. Redirecting the budget of the high-speed rail from San Jose to San Francisco and use it to eliminate all current railway crossings that are unsafe in the congested Bay Area and would allow for faster connections

#2 Tunnel  
#3 Alternative route  
#2 Grade Separation

186

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Will greatly impact our life quality negatively.

#1 Community Impact

185

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This plan will completely cut through the center of Palo Alto, a beautiful and quiet high-end community. This is a city with long history of high quality of life. The HSR will change the life of a great portion of the city residents. People work hard and save hard in order to support housing here. The HSR will change everything dramatically, not to mention the details of all the negative impact. I don't see any positive sides of this plan to the palo alto residents. Then why set the rail here?

#1 Separation

184

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We need honest and correct information before we are asked to vote on an issue as important as this one. We did not get the whole story.

#7 Transparency Prop

181

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I am fully against HSR going through City of Palo Alto. It's a wasting of our already shorted resource and destroy our quality life.

#9 Opposed  
#1 Comm't Impact

180

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I am concerned about visual impact of elevation of HSR & division of community.

#1 Aesthetics, Scape

Attraction to wall for garaffi & hanging out place. Noise will be a large concern, accidents potential of 4 trains going at slow & fast speeds. Evacuation plans & routes for neighborhoods as some streets may be closed to HSR. What about all the trees that will have to be cut down & the property owners that will have to move due to eminent domain? What is Fair Market value & as of what date. Tunnel or stop SJ.

#1 Noise  
#1 Safety  
#1 Eminent Domain  
#1 Property values

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Put the trains underground

#2 Tunnel

172

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I have sent a letter to HSR Commission (before March 6) expressing my views on this project, and have proposed alternatives to elevated tracks.

#2 Alternative alignment

169

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The train noise will be carried so much further and louder by being high up and a 20 foot wall dividing the beautiful Peninsula cities in half sounds just horrible.

#1 Noise  
#1 Separation

164

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This will really affect all the people living closely to the railways. And especially will bring noise and other safety issue to the neighbor hood. It is better not let this high speed railway cross the whole Palo Alto town. Thanks.

#1 Noise  
#1 Safety

163

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Overhead tracks would be an extremely destructive addition to a single-story residential neighborhood.

#2 Elevation

162

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I was deceived into voting for the HSR Prop. I had no idea I was voting for elevated tracks and eminent domain! The HSRA and PA City Council pulled the wool over our eyes! This is election fraud. All concerned parties should file suit to stop this insanity. The people who foisted this fraud upon us belong in jail. I'm serious about this. My beautiful, peaceful home in South Palo Alto is now worthless... worthless! Prison for these criminals who deceived us. I'm sick and tired of this!

#7 Prop 11  
#2 Elected  
#6 Eminent domain  
#1 Property values

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Upgrade the existing Caltrain facilities - with more bullet

#4 B. by bullet

158

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The rail authority should check out Japan's railway system. Seriously!

I feel cheated that Prop 1A didn't explain all this business of building a high ugly wall for the trains. I am for public transportation but now I wished I had vote, No, on Prop 1A.

#2 Foreign System  
#2 Prop 1A

152

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Has anyone stood on a train station in Japan when one of their Shinkansen trains goes by at 120 MPH? If this thing has to be built, it needs to go underground and Palo Altans shouldn't be the only ones asked to pay for it (a blog I read suggested this). Touted benefits, such as claims on ridership levels, economic prosperity levels going up, etc, are just claims. What about the added traffic to and from this station. Follow the money, see who is pushing this - more development is not the way.

#1 Misled  
Traffic  
#2 Foreign System  
Tunnel

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This type of train shouldn't even be considered for PA. The "station" would bring in thousands of cars creating much more traffic than we already have and with all the building going on in town we are all feeling the extra cars even without the station! And what artery would bring them to this "station"? Don't force people to give up their homes not to mention the sound impact & visual one. And what about the safety of students crossing the HSR tracks with HS trains approaching? A scary thought!

#1 Traffic  
#2 Station location  
#1 Noise, Arteries, Safety  
#6 Right of way

145

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I don't want Palo Alto divided into East and West like Oregon expressway divided into North and South. Also I am concerned about sound (12 trains an hour!!!) that I will have from Bayshore and now more noisy trains.

#1 Separation  
Noise  
#2 Tunnel

GO UNDERGROUND, PLEASE

Abby

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Too little time for too big a decision, the process has been less than fair to the involved communities. Redwood City, Atherton, Menlo Park and Palo Alto are residential communities not allowing for more tracks. Elevated tracks, crossings walls and added noise are over scaled for these communities. A NO BUILD vote is needed, a BULLET train from SF to SJ would have more options for rider-ship anyway.

#7 Connect Rail  
#2 Elevated, crossings  
#1 Noise  
#2 No-build  
#4 BART, Bullet

141

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Don't divide our community, also, a station in Palo Alto will have huge impacts.

#1 Separation  
#2 Station location

136

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Elevated tracks in an established residential neighborhood would have devastating effects on the quality of life.

#2 Blighted  
#1 Community impact

130

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This route is not only impacting the Bay Area, but undermining property value in the surrounding communities all for a railway that probably will be used by a small minority.

#6 Property values

128

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Taking house and homes that we have worked for all our life is not the answer. Giving us a lot less than our homes are worth is a disgrace. Instead of trying to save money and not caring about the american dream or family values. Why don't you use remote land out of town if you build it they will come.

#6 Environment  
Property values

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With all of the budgetary concerns all over the country, and especially in California, this disruption of people's lives and impending confiscation of residential property that is on the tax roles seems to be against the public interest. California can't afford this expenditure anyway.

#6 Environment  
#5 Cost

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As a Baby Bullet rider, I think use of the existing Caltrain infrastructure makes a lot of sense. Building new rails would force Caltrain to compete. Let's use the money to improve Caltrain (cut commute time between San Jose and San Francisco) and coordinate schedules with the high speed rail which could end in San Jose.

#4 Baby Bullet  
#3 CalTrain

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I am opposed to the high speed rail coming along the Peninsula corridor. It would be an incredible eyesore and ruin property values if above ground. I have no confidence that there will be money or the political will to put underground. Look at the lack of funding for BART.

#9 Oppos. HSR  
#1 Against  
#6 Property values

Although I voted for HSR, I had no idea that an overhead (or even grade) option would be considered.

#2 Elevated

The line should go south from Santa Clara or San Jose and CalTrain should serve the Peninsula with additional trains.

#2 Alternative

111

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1. I think the High Speed Train should not be built at all. I voted against the bond because I felt it was too expensive both in money and disruption of the environment.

#9 Oppos. HSR

2. The route between Los Angeles and San Francisco is not our main transportation problem. What we desperately need is more and better local transportation, electrification of Cal train, a modern 'trolley' on main streets such as El Camino and similar projects. Rush hour traffic is horrendous. We need alternatives to driving

#2 GTR  
#1 Trolley  
#4 ALTERNATI  
TRANSP.

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I am in opposition to the building of a fast rail train going through Palo Alto. I do not want the noise, pollution, or negative effects of construction. This train is unnecessary. I made a mistake and voted for it- not knowing where they plan to construct it. I do not want it on level ground. I do not want it above ground. With the high water levels of Palo Alto, I do not want it below ground. The formation of Oregon and Alma may need to be changed. I do not want that.

#9 Oppos. HSR  
#1 Noise, Air  
Construction

108

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My 1st choice is NO BUILD, improve CALTRAIN, but if that cannot happen, the double tunnel is the only way it could possibly work.

#2 No build  
#3 CalTrain  
#2 Tunnel

107

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No walls dividing our community!!

#1 Separation

103

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Do not ruin our neighborhoods. This is not NIMBY. We were here first!

#1 Community  
Impact

99

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go sara

*All* *Investment*

95

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North Willow Glen where the Caltrain tracks currently exist is approx 500 feet from Palm Haven district of Willow Glen, designated as a City of San Jose Conservation Area (a neighborhood within San Jose containing significant historical and architectural structures). State environmental law requires review by residents of planning initiatives that impact cities and residents- this was not done. This must be rerouted along 101 or elsewhere.

*Cultural*  
 *B2 Alternative*

92

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Elevated tracks and the construction process will ruin our communities. The HSRA has ignored us - it must be forced to listen by our elected representatives and by the mandates of AB3034.

*B2 Elevated*  
 *B1 Construction*

89

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More research needs to be done to not interrupt citizens lives. Please do this before going forward.

*B1 Community Impact*

85

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Just slow the trains down between SF and SJ and let them have the same top speeds as Caltrans does now. How much time does that add to this trip? An extra 15 minutes?

*#3 G1 Train*  
 *#1 Noise, Community Impact*

Why spoil the quality of life in such quiet areas. Strip-mining along the San Francisco Peninsula is what this HSR is asking for.

84

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I am opposed to the current proposal. I do not want my neighborhood to have raised rails and high sound walls. I believe this will be a blight to my community. Please include the option to vote "no build."

*#1 opposed*  
 *#2 Elevated*  
 *#3 No build*  
 *#1 Aesthetic*

83

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With 2 children 4years old & younger I do not want a HST steps from my home nor do I want to see property values decline when this IS OUR RETIREMENT investment.

*#6 Property values*

79

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Elevation of tracks in residential neighborhoods is simply not a workable solution. Please heed the voice of local residents.

*#2 Elevated*  
 *#7 Public Interest*

75

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This High-Speed Rail through

*#6 Support*  
 *#2 Tunnel*  
 *Greenway*  
 *#1 Aesthetic*  
*Separation*

73

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The back yard of my future home abuts the PCJPB right-of-way. I fully support high-speed rail, but believe it can be done in a way that can enhance the communities it runs through (e.g., by creating a tunnel with an above-ground greenbelt) rather than dividing communities and creating eyesores (e.g., elevated tracks).

*B Low-impact Period*

We would appreciate more time to articulate these ideas.

Thank you.

71

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#2 Electrify/tunnel

No elevation...underground OK

70

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#2 Tunnels

High speed rail is important, but it should be undergrounded in urban and suburban areas, such as the Peninsula.

68

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#1 Noise  
Separation  
#6 ROW  
Eminent domain

I am concerned about the noise levels that a frequent, high-speed train may cause, and that elevating the train may divide the community in half, making it impossible to walk or bicycle between adjoining neighborhoods, and to the retail shops along El Camino Real near Meadow and Alma in Palo Alto. I am also concerned about the 75 ft rail corridors required and property seizures that may be required.

67

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#2 Alternatives

Trains should run over the major freeways or in industrial areas, not in residential areas.

66

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#2 Electrify  
Tunnel/track

65

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#2 Alternative  
Tunnel

62

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#7 Prop 19  
#1 Safety  
Growth, Imp.

There are 3 key issues here: 1) Were we given all of the facts before we voted? 2) Is it safe for the communities? 3) Does it enhance the communities? I believe the answer to be "NO" on all counts. We have too many "accidents" with (slower) trains as it is. While I would approve a high speed rail, I don't want it coming through our neighborhoods and threatening our safety and wellbeing. Why not start it from San Jose since we already have transit from San Francisco to San Jose?

51

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#2 Terminate in SJ  
#4 Baby Bullet

Stop the train at San Jose. It does NOT make sense to spend billions of dollars and get 45 min savings vs. using the baby bullet train which is already here.

45

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#1 Growth, Imp.  
#6 Impact/Value

my home abuts the current CalTrain ROW. I'm very concerned about how it will effect my home life, and the value of my home.

41

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#7 Public Interest

It is important that we take the time to examine the issues of this high speed train through our town, Palo Alto.

40

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I don't think that such a tall structure through the middle of Palo Alto is a good idea.

#2 Elevated

36

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A no build for the San Jose to San Francisco portion is something that needs to be seriously considered. If the HSR is deemed needed between these 2 cities, then undergrounding through Palo Alto, Menlo Park, and Atherton should be the only option considered.

#2 No build  
Tunnel

29

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Pretend your home is on the track and how horrible it would be to suddenly have an elevated track in your backyard with all the negative visual and audio.

#2 Elevated  
#1 Air Hsds  
Noise

20

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I strongly support the petition. I was very disappointed by the Santa Clara HSR meeting. The first speaker came across as uninformed or intending to obfuscate. With so little information forthcoming, there is no justification for the March 6th deadline placed upon community input at this stage.

#9 Oppose  
#7 Transparency

12

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Time extension is absolutely necessary.

#7 Comment period

11

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Our homes and neighborhoods should not shoulder the burden for this entire project.

#1 Community  
Impact

7

Back to signature list

I share the concerns of my neighbours about quality of life detriment, and that support the extension of the deadline to discuss this important issue.

#7 Comment  
period

2

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The High Speed Rail will adversely affect the property values of many people, visually ruin the city, add noise, and dust. No one wants to live near high speed trains running through at 125 miles per hour. If it is built, please put tunnel it or put it in a more rural area.

#6 Project value  
#1 Aesthetics  
Noise  
Air  
#2 Tunnel  
Altitude

## Not So Fast – High-Speed Rail from San Francisco to San Jose

2009

RECEIVED

APR 6 2009

## Petition

BY:

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trams cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build".
- iii. We request that the extremely short March 6 deadline be extended for at least an additional 90 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High-Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority.

## Signatures

C.	Name	Address	Email (optional)
1	Karen Kalinsky	210 E. Meadow Dr. Palo Alto CA 94306	
2	MARGARET Kim	1111 HIGH ST. P.A 94301	margaret@margit.com
3	Steve Brodbeck	575 Washington PA 94301	steve.brodbeck@hp.com
4	Kevin Brodbeck	2383 South Ct. PA 94301	kevinbrodbeck@gmail.com
5	Wayne J. D'Amato	P.O. BOX 140337 PA 94306	wayne.j.damato@yahoo.com
6	Wayne J. D'Amato	P.O. BOX 140337 PA 94306	
7	Tom Douglas	4285 PARK BLVD	3285@AOL.COM
8	Letitia Driscoll	4131 Park Blvd.	4131 Park Blvd.
9	Dawn Darbonne	23 Roosevelt Circle	dawnmdmd@yahoo.com
10	Allen Vugrinic	23 Roosevelt Circle	
11	Caron G. Hager	3160 11th Avenue Dr.	CHAGER@Stanford.edu
12	Tom Lee	1901 18th Street NW	
13	John O'Connell	140 Webster Rd	
14	Shala A. Berez	3019 Park Blvd	
15	Carol J. Farmer	1560 Castilleja Ave.	
16	Andrew Cacer	1530 Castilleja Ave	1530ps@yahoo.com
17	Bruce Landauer	1137 Monroe Ave	Bruce.Landauer@msn.com
18	ART SMALL	1515 CASTILLEJA	ARTSMALL@GENE.COM
19	Elspeth Sutterlee	2399 South Court	elspethsutterlee@comcast.net
20	Elspeth Sutterlee	2399 South Court	

#2 Elevated  
 #1 Separation  
 #2 Airborne  
 #3 Noise  
 #4 Gout oversight  
 #5 Transportation  
 #6 Public Tutors  
 #7 #1.1  
 #8 Current Period

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 Contact: cmaboard@googlegroups.com. Please return completed petitions to: 4118 Park Blvd. Palo Alto.

D-SC-6

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#2 Elevated  
#1 Separation  
#3 Noise  
#3 Ground  
#4 Light  
#7 Transparency  
#7 Public Involvement  
#7 Add/Commit Period

## Signatures

C	Name	Address	Email (optional)
1	Eric N. Carrick	361 Carolina Lane Palo Alto, CA	edi.carrick@gmail.com
2	Don M. Brady	381 Carolina Ln Palo Alto, CA	
3	Edgar C. Kuebler	461 CAROLINA LN PALO ALTO	
4	Mark M. Kuebler	291 Carolina Ln, Palo Alto, CA	
5	Zachary C. Kuebler	332 CAROLINA LN	
6	Phyllis Recita	271 CAROLINA LN	
7	John W. S. Recita	231 Carolina Ln	
8	Eric Recita	231 Carolina Ln	eric.santos@me.com
9	Marshall L. Carrick	361 Carolina Lane Palo Alto, CA	
10	Christine M. Shagemish	462 Carolina Ln Palo Alto	
11	John W. S. Recita	231 Carolina Ln Palo Alto	jbrecita@me.com
12	David L. Carrick	351 Largo Lane Palo Alto	
13	Eric L. Carrick	1563 Mariposa Ave. P. A. CA 94306	
14	John W. S. Recita	" "	"
15	Amelia H. Carrick	30 W Clermont Rd	
16	John W. S. Recita	30 W Clermont Rd	jbrecita@me.com
17	Julian L. Carrick	571 Madison Ave. Palo Alto	jbrecita@me.com
18	Dean B. McElroy	201 MacLaine	dean@warch-e.com
19	Leslie King	4605 Park Blvd	Kingfamily6
20	Bob King	4705 Park Blvd	931950800 1708

Petition Version 2 - updated to reflect new deadline. We, the undersigned, state the following:

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#1 Separation  
Furthers  
Noise
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build". #3 Govt  
Insight  
#7 Transpor.  
Public Inter.
- iii. We request that the extremely short April 6 deadline be extended for at least an additional 60 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority. #7 (cont.)  
Personal

#	Date	Signatures	Address
1	4/1/09	Reinhard W. W.	325 Channing Ave. #302, Palo Alto, CA 94301
2	4/1/09	Steve L. M. S.	325 Channing Ave #302, Palo Alto, CA 94301
3	4/1/09	John T. H. L.	325 Channing Ave #302, Palo Alto, CA 94301
4	4/1/09	Carrie J. Wunderlich	325 Channing Ave #302, Palo Alto, CA 94301
5	4/1/09	John W. Wunderlich	325 Channing Ave #305, Palo Alto, CA 94301
6	4/1/09	John W. Wunderlich	855 El Camino Real, Suite 130, CA 94301
7	4/1/09	John W. Wunderlich	211 Ely Pl., Palo Alto, CA 94306
8	4/1/09	John W. Wunderlich	211 Ely Pl., Palo Alto, CA 94306
9	4/1/09	John W. Wunderlich	908 Middlefield Rd., Palo Alto, CA 94301
10	4/1/09	John W. Wunderlich	844 Ramona St Apt 514 P.1 On 94301
11	4/1/09	John W. Wunderlich	904 Bryant St., Palo Alto, CA 94301
12	2/1/09	John W. Wunderlich	1841 Hamilton Ave., Palo Alto, CA 94303
13	2/1/09	John W. Wunderlich	1841 Hamilton Ave., Palo Alto, CA 94303
14	4/1/09	James L. Smith	1844 Hamilton Ave, Palo Alto, CA 94303
15	3/4/09	John W. Wunderlich	" " " " " "
16	4/1/09	Carrie J. Wunderlich	1850 Hamilton, Palo Alto, CA 94303
17	4/1/09	Carrie J. Wunderlich	1836 Hamilton Ave, Palo Alto, CA 94303
18	4/1/09	Reinhard Wunderlich	1836 Hamilton Ave, Palo Alto, CA 94303
19			
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H2 Elected  
Stakeholders  
Norse  
Aesthetics

H7 Transparency  
Public Interest

H7 Comment  
period

	Date	Signatures	Address
1	3-31	John Colwell	868 CREST DR. Menlo Park CA 94025
2	3-31	Angela Shultheis	808 Creek Dr. Menlo Park CA 94025
3	4-01	Jeffrey ...	2258 Williams St. Redwood City CA 94061
4	4-1	Margot Shultheis	320 Victoria Dr. Redwood City CA 94061
5	4-1	Shelley Shultheis	3373 Cooper St. LA 16 94306
6	4-3	John Shultheis	2160 Sandalwood Ln. Redwood City CA 94061
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#1 Separation  
Authority  
Noise
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Public Info.
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Comments  
Period

Date	Signatures	Address
1 3/31	<u>A. K. M. H.</u>	21 Forest Hill Drive, Palo Alto
2 3/31	<u>F. Harris</u>	8900 R. Charlson St, Palo Alto
3 4/3	<u>Ann Schubert</u>	4180 Byron St apt B Palo Alto 94306
4 4/3	<u>Alma L. Lopez</u>	3531 Middlefield Rd. Palo Alto 94306
5 4/3	<u>LW Yacob</u>	151 Corona Way, Portola Valley 94028
6 4/3	<u>Morgan</u>	3704 Duran St., San Jose, CA 95123
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H2 Elevated  
#1 Separation  
Noise  
Aesthetics

#1 Public  
Interest

#7 Comment  
Period

	Date	Signatures	Address
1	4/3/09	<i>John Doe</i>	870 Creek Dr. Menlo Park 94025
2	4/3/09	<i>Bill Smith</i>	886 Creek Dr. Menlo Park CA 94025
3	4/3/09	<i>John Doe</i>	880 Creek Dr. Menlo Park 94025
4	4/3/09	<i>John Doe</i>	836 Creek Dr. Menlo Park 94025
5	4/3/09	<i>John Doe</i>	824 Creek Dr. Menlo Park 94025
6	4/3/09	<i>Mary Smith</i>	824 Creek Dr. Menlo Park 94025
7	4/3/09	<i>Michelle Brown</i>	812 Creek Dr. Menlo Park 94025
8	4/3/09	<i>Ben Selp</i>	692 Creek Dr. Menlo Park 94025
9	4/3/09	<i>John Doe</i>	654 Creek Dr. Menlo Park 94025
10	4/3/09	<i>John Doe</i>	660 Creek Dr. Menlo Park 94025
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#2 Elevated  
#1 Segmentation  
Noise  
Aesthetics  
#7 Public  
Interest  
#7 Demand  
Period

## Signatures

A	Name	Address	Email (optional)
1	Merri G. Edwards	4125 Park Blvd. Palo Alto	merri.g.edwards@bogoblog.net
2	City A. Dilasco	4131 Park Blvd. PA	
3	John De Lauer	4131 Park Blvd. PA	jd.lauer@stanfordmed.org
4	Visha Karmarkar	4127 Park Blvd. PA	VIKASSOC@AOL.COM
5	Arpit Karmarkar	4127 Park Blvd. PA	VKA9999@GMAIL.COM
6	Mike Vareau	4125 Park Blvd. PA	
7	Franklin B. Olwstad	240 W. Charleston PA	
8	Terrie Johnson	4103 Park Blvd. PA	
9	KATHALYN MCLELLAN	1520 Mariposa PA	Proprietary@pro.com
10	LINDA HASIC	1540 MG. 1000A PA	12056001.com
11	DUVIO FENZI	159 Charlotte NC	159 Charlotte Fenzis
12	Robert King	4105 Park Blvd.	
13	RELVIA AND	225 W MEADOW ST	
14	Nancy Sujan	4125 Park Blvd. PA	
15	UDAY KARMARKAR	4127 Park Blvd. PA	UDAY.KARMARKAR@GMAIL.COM
16	Mary Gordanier	16 Roosevelt St. PA	
17	MICHAEL GOURIEZ	23 Foothill St. PA	MGURIEZ@GOLDEN.COM
18	VIJAY VISIRIKALA	4102 RUTHELMA	
19	Rakesh Kharbanda	4191 WILKIE DR	rkkaroh@aol.com
20	Donald Harrold	1185 Ferne Avenue	Dana.harrold@hp.com

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#2 Elevated  
 #1 Separation  
 #3 Noise  
 #4 Aesthetic  
 #7 Kill  
 Interest  
 #7 Lowest  
 Period

## Signatures

C	Name	Address	Email (optional)
1	Karen Kalinsky	210 E. Meadow Dr. Palo Alto CA 94306	
2	MARGARET KIM	1111 HIGH ST. P.A 94301	margaret@margit.com
3	Steve Broadbent	575 Washington PA 94301	Steve.broadbent@hp.com
4	Kevin Brobeck	2383 South Ct PA 94301	Kevinbrobeck@gmail.com
5	Wayne J. Mays	10301 16337 DA 94306	Wayne.j.mays@yahoo.com
6	John Mays	10301 16337 PA 94306	
7	Tim Douglas	4285 PARK BLVD	DC85@LIP.com
8	Lothar D. Dauke	4131 Park Blvd.	4131 Park Blvd. 14th floor Stanford University
9	Dawn Darbonne	23 Roosevelt Circle	dawnmdmd@yahoo.com
10	Allen Jurginovic	23 Roosevelt circle	
11	Marion G. Hager	3160 MA 004 x Dr	Mhager@Stanford.edu
12	John Lee	1001 Mean 10th Ave	
13	Amy O'Connell	1401 Webster Rd	
14	Shala A. Barry	3419 Park Blvd	
15	Paul Farmer	1560 Castilleja Ave	
16	Andrew Casey	1550 Castilleja Ave	casey.p@california.com
17	Bruce Lancaster	1437 Mariposa Ave	bruce.lancaster@msn.com
18	ART SMALL	1515 CASTILLEJA	ART.SMALL@GENE.COM
19	Eleanor Satterlee	2399 South Court	ehsattlee@bigplanet.net
20	Gloryn Hartline	2399 South Court	

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#2 Elevated  
#1 Separation  
Noise  
Aesthetics

#7 Public  
Interest

#7 Commit  
Period

## Signatures

#	Name	Address	Email (optional)
1	Eva Terrell	4259 Park Blvd	Palo Alto, CA 94306
2	Edward Terrell	4259 Park Blvd	Palo Alto, CA 94306
3	Mark Vassilant	2620 Whistler Rd	14104166 (19783)
4	Leeranu Hemmav Lew	4253 Park Blvd	leeranuhammer@yahoo.com
5	W. N. F. A. V.	4253 Park Blvd	dwning.law510@msn.com
6	JONATHAN LAW	3055 LAGUNA ST	94112-3
7	MARTHA MELEKES	22523 COXEST AVENUE, CA 94341	
8	Jessica Law	4253 Park Blvd, Palo Alto, CA 94306	jlaw@msn.com
9	ALICIA FIEDZIUSZKO	4268 NEWBERRY CT	Palo Alto, CA 94306
10	Zee Peters	4242 Newberry Ct	Palo Alto, CA 94306
11	VAN Peters	4242 Newberry Ct	Palo Alto, CA 94306
12	John KLEIN	4264 NEWBERRY CT	Palo Alto, CA 94306
13	PHILLIPS KLEIN	4264 NEWBERRY CT	Palo Alto, CA 94306
14	SUMMER FIEDZIUSZKO	4268 NEWBERRY CT	Palo Alto, CA 94306
15	JAYNE SAWYER	4240 Darlington Ct	Palo Alto, CA 94306
16	JAYNE SAWYER	4206 Darlington Ct	Palo Alto, CA 94306
17	Mark S. SAWYER	4233 Darlington Ct	Palo Alto, CA 94306
18	Douglas Bechtelone	4232 Darlington Ct	Palo Alto, CA 94306
19	Christopher Zeller	4222 Darlington Ct	Palo Alto, CA 94306
20	Yi Zhong	4216 Darlington Ct	Palo Alto, CA 94306

Petition Version 2 - updated to reflect new deadline. We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life. #2 Elevated Separation Noise Aesthetics
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build". #7 Public Interest
- iii. We request that the extremely short April 6 deadline be extended for at least an additional 60 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High-Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority. #7 (current) Period

H	Date	Signatures	Address
1	3/28	John H. Mills	1391 Hawthorne Street, Palo Alto 94301
2	3/29	Keith Brinkman	541 Fremont Ave., Palo Alto 94301
3	3/29	John	710 Maryland Ave, San Jose 95126
4	3/29	David and Jo	4250 Al Camino Real B217 (old #1194301)
5	3/29	John	One Maritime Plaza and 10100 ST Ctr
6	3/29	Y. Kacell	2766 Franklin St. # Emerson St. Palo Alto 94301
7	3/28	Don Miller	101 Miramonte Ave, Palo Alto 94301
8	3/28	WR Wilson	101 Miramonte Ave Palo Alto 94301
9	3/29	John	146 1st St. N
10	3/28	Ch. Geller	1101 Woodside Rd., Redwood City CA 94063
11	3/28	Alison Johnson	2703 South St. Palo Alto 94301
12	3/28	MM	1016 Pioneer Lane Menlo Park CA
13	3/28	SC	660 Hamilton Ave Palo Alto CA 94301
14	3/28	John	628 Sta. Barbara, Encino
15	3/28	John Weller	135 Hanway, Menlo Park CA 94025
16	3/28	John	81 Heather Lane Palo Alto CA 94303
17	3/28	John	111 PRINCE ST. PA 94303
18	3/28	John	288 Madison Ave. Mt. View CA 94031
19	3/28	John	566 Gilbert Drive SF CA 94132
20	3/28	John	820 Leland Dr. Stanford CA 94305

Petition Version 2 - updated to reflect new deadline

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.
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P2 Elevated  
H1 Separation  
Noise  
Aesthetics

H7 Public  
Interest

H7 Comment  
Period

1	Date	Signatures	Address
1	3/25/10	Mark Hall	4075 Park Blvd, PA, CA 94301
2	3/25/10	John O'F	4063 Park Blvd, PA CA 94301
3	3/25/10	John O'F	4051 Park Blvd, PA CA 94301
4	3/25/10	Mark Hall	349 Park Blvd, Palo Alto CA 94306
5	3/25/10	John O'F	301 Ventura Ave, Menlo Park CA 94025
6	3/25/10	John O'F	3861 Park Blvd, Palo Alto CA 94301
7	3/25/10	John O'F	200 Montalvo Ave, Palo Alto CA 94301
8	3/25/10	J. Apple	210 Montalvo Ave, Palo Alto CA 94301
9	3/25/10	T. Stig	209 Montalvo Ave, Palo Alto CA 94301
10	3/25/10	Mark Hall	209 Wilton Ave, CA 94301
11	3/25/10	John O'F	205 Wilton Ave, CA 94301
12	3/25/10	John O'F	205 Wilton Ave, CA 94301
13	3/25/10	John O'F	597 Ashton Ave, CA 94306
14	3/25/10	John O'F	597 Ashton Ave, CA 94306
15	3/25/10	John O'F	590 Ashton Ave, CA 94306
16	3/25/10	Mark Hall	325 Charcena Ave, CA 94301
17	3/25/10	John O'F	325 Charcena Ave, CA 94301
18	3/25/10	Patricia Dean	585 Ashton, St. Palo Alto, CA 94301
19	3/25/10	John O'F	573 Ashton, Palo Alto, CA 94301
20	3/25/10	John O'F	573 Ashton Ave, Palo Alto, CA 94301

Petition Version 2 - Updated to reflect new deadline

We, the undersigned, state the following:

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#1 Separation  
Noise  
Aesthetics
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Interest
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Period

K	Date	Signatures	Address
1	3/28	Barbara Holmes	3017 Lomona Cr. Palo Alto, CA 94306
2	3/28	Barry	2011 Park Blvd. Palo Alto 94306
3	3/28	Barry	4203 Park Blvd. P.A. 94306
4	3/28	Barry	" " " " "
5	3/28	Barry	555 Market St. Palo Alto, CA
6	3/28	Barry	2493 Fair Oaks Rd. Palo Alto, CA 94303
7	3/28	Barry	333 Tennessee Ln. Palo Alto, CA 94303
8	3/28	Bruce Phillips	3157 Waverley, PA 94306
9	3/28	John M. Post	345 Sheridan Rd. Palo Alto 94306
10	3/28	John Post	4772 Los Felos Ave. Pacifica 94306
11	3/28	John Post	418 Serramonte Ave. Menlo Park 94025
12	3/28	John Post	3860 Connell Way PA 94303
13	3/28	MARK	853 Oregon Ave PA 94305
14	3/28	Joan Cooke	4058 Ben Lomond 94306
15	3/28	Joey McHenry	389 Montalvo 94306
16	3/28	John Post	1238 MARTIN AVE 94301
17	3/28	John Post	2553 Emerson St. Palo Alto, CA 94301
18	3/28	John Post	2490 Aquia Way PA 94303
19	3/28	John Post	3100 Kent Dr. San Jose 95123
20	3/28	John Post	2201 Lomita Blvd. #345, SJ, CA, 95117

**Petition**

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b2 Elevated  
b1 Separation  
Abstain  
Noise

#7 Public  
Interest

#7 (Owner)  
Person

**Signatures**

	Name	Address	Email (optional)
1	Colin Fraiser	726 E. Charleston Rd	
2	Colin Fraiser	726 E. Charleston Rd	
3	Richard Rickay	714 E. Charleston Rd	rickay@charleston.com
4	Richard Rickay	714 E. Charleston Rd	rickay@charleston.com
5	Bob Kumer	705 Marlow Ave	
6	Jane Ardley	352 Parkside, Palo Alto	
7	Jeanne Fries	818 E. Meadow St. PA	
8	Lizalott	1319 Calle M. P.	
9	Jane Ardley	152 21st St, Palo Alto	
10	Colin Fraiser	515 Cypress Pt, Milpitas	
11	Colin Fraiser	455 E. Charleston Rd #34	
12	Richard Rickay	940 Midfield Rd #35, Milpitas 94035	
13	Colin Fraiser	1671 Lake St., Milpitas, CA 95035	
14	Colin Fraiser	2505 Webster St, PA 94041	
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## Not So Fast – High Speed Rail from San Francisco to San Jose

2009

## Petition

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p2. Elevated  
Separation  
Aesthetics  
Noise

H7 Public  
Interest

H7 Comment  
Period

## Signatures

	Name	Address	Email (optional)
1	ROBERT L. GONZALEZ	33600 BARDAM CIRCLE FREMONT, CA 94535	
2	Johnny Luis	350 Turk St #404 SF 94101	
3	JEFF BARNECUT	33109 PILOT CT. UNION CITY, CA	
4	David Vazquez	2737 Park Berkeley CA	
5	Don Brinkman	543 Cobb St. Burlingame CA 94010	
6	BRENDA SHARP	1215 TERRAVISTA ST SF CA 94116	
7	Michael Nelson	1160 Sunnyside Dr. Belmont 94002	
8	Philip J. Tamm	1217 PARK BLVD. PALO ALTO	
9	Irving Baffra	4201 PARK BLVD. 94366	
10	Maria McDonald	4231 Park Blvd. PALO ALTO	
11	Mark M. Donald	4231 Park Blvd. 94306	
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Petition version 2 - updated to reflect new deadline

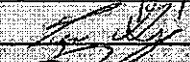
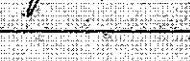
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#2 Elevated  
#1 Separation  
Authority  
Noise

#7 Public  
Interest

# Commit  
Period

	Date	Signatures	Address
1	3/28/09		4173 Park Blvd. #A 94306
2	3/28/09		4173 Park Blvd.
3	3/28/09		1635 Lowell Ave. #A 94306
4	3/28/09		1635 Arana St. Palo Alto CA 94301
5	3/28/09		109 Calendula Ave. Palo Alto CA 94301
6	3/29/09		105 Binnigacca Ave. Palo Alto CA
7	3/29/09		3115 Alm. Ave. Palo Alto CA 94301
8	3/29/09		3234 Madeline Dr. Palo Alto CA 94303
9	3/29/09		724 Aras Radero Road #106 Palo Alto CA 94301
10	3/29/09		3234 Madeline Dr. Palo Alto CA 94303
11	3/29/09		1573 Madeline Ave. Palo Alto CA 94306
12	3/30/09		Woods End
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## Petition Version 2 - updated to reflect new deadline

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## H2 Elevated H1 Scenarios Aesthetics Noise

#7 Public  
Interest

H. Commer  
Period

M	Date	Signatures	Address
1	2/8	Alex Gurnell	3201 Loma Verde Dr. S. J.C.
2	2/8	David M. L.	742 E. Meadow St. Palo Alto CA 94302
3	2/8	Mike Gray	3553 AM 2 St. Palo Alto CA 94306
4	3/28	Mark H. L.	1315 Hill Ave Menlo Park CA 94025
5	3/28	Mike Gray	763 Green Rd. Palo Alto CA 94303
6	3/26	Susan Gray	3301 St. Mirielle Ct. Palo Alto CA 94306
7	3/29	Mike Gray	111 San Antonio Rd #10 Palo Alto 94306
8	3/28	Frank P. Gray	3903 Grove Ave. Palo Alto 94303
9	3/28	Mark H. L.	142 Waller Hays Dr. PA 94303
10	3/28	Charlotte Resnick	3694 Sausal Court PA 94306
11	3/28	Ray L. Gray	971 Hillside Dr. PA 94303
12	3/28	Mike Gray	3425 Kenneth Dr. Palo Alto 94303
13	"	B. Gray	130 El C. St. Palo Alto 94306
14	3/28	Eric Resnick	241 Colma St. N. Palo Alto 94301
15	3/28	Mike Gray	737 LOMA VERDE #12 PA 94303
16	3/28	igenie Doh	3145 Flower St. PA 94306
17	3/28	Mike Gray	737 LOMA VERDE #12 PA 94303
18	3/28	Mark H. L.	2539 Willow St. Palo Alto CA 94303
19	3/30	Mike Gray	453 Grant Ave. Palo Alto CA 94306
20			

Not so Fast: California High Speed Rail

3-12-10  
Ex 1 to SRF b

Petition

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#2 Elevated  
#1 Separation  
Authority  
Noise  
#1 Public  
Interest  
#1 Comment  
Period

Signatures

Name	Street Address	Email (opt)
Karen McNay	1520 Mariposa	kmcnay@spr.com
Kathy R. Henhouse	1520 Mariposa Ave	bkrifts@juno.com
Cecilia Lancaster	1637 Mariposa Ave	Cecilia.lancaster@comcast.net
John Leslie Arlene Leslie	1630 Mariposa Ave	john_leslie@comcast.net arlene_leslie@comcast.net
Robert McCain	1560 Mariposa Ave	rmccain@Stanford.edu
Craig Moye	1545 Mariposa Ave	moyecj@yahoo.com
John S. Wilson Kerry Wilson	101 Mariposa Ave	joan1123@comcast.net
John Klineström	400 Miramonte Ave	JGKLINESTRÖM@MOTMAIL.COM
BEIYAO ZHENG	120 Coleridge Ave	BEIYAOZHENG@gmail.com
Gileen Fagan	1651 Castilleja Ave	gileenfagan@yahoo.com
Danielle Norrell Joe Norrell	1628 MARIPSA AVE	norrellscat@sbglobal.net
Beatrice Salaverry	1520 Portola	beatrice@salaverry.com
Audrea Casey	5550 Castilleja Ave	caseyaz@yahoo.com

## Not So Fast – High Speed Rail from San Francisco to San Jose

2009

## Petition.

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life. #2 Elevation  
#1 Separation  
Aesthetics  
Noise
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Interest
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Period

## Signatures

	Name	Address	Email (optional)
1	YING QIYI (GAMY)	200 (W) CHARLES TON (RD)	YINGQIYI.CAPITAL
2	TING MIN WEN	220 (W) CHARLES TON (RD)	
3	LISA STEINBACH	299 (Creekside Dr)	
4	BEATRICE SALAVERRY	1570 Portola Rd 94306	frances@pacbell.net
5	PAUL ROSSETTO	100	
6	Ken Tuan	1654 Mariposa Ave 94306	
7	Elizabeth L. Engelbier	1620 Escondencia 94306	
8	Teressa Stratton	1715 Middlefield Rd PA	
9	JACK NAIL	505 Washington Ave	
10	Lissy Bland	235 W. Hon Ave. PA	
11	KRISTEN PURKE	301 20th St PA	
12	Jerome Lazar	1568 Mariposa Ave	
13	JANET STRICKLAND	1661 Lestrange Ave	bridge@pacbell.net
14	Tim Cheng	221 Edloe Ave	timbera@gmail.com
15	William (Bill) L. Lusk	1524 Meadow Ave. PA	bill@form-image.com
16	Christopher L. Lusk	1131 Park Blvd. P. A.	
17	Edgar J. Muniz	344 Dyer St	
18	Richard L. Lusk	8550 Webster St. Palo Alto PA	

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Contact: (650) 494-1221. Please return completed petitions to: 4118 Park Blvd, Palo Alto.

Petition Version 2 - updated to reflect new deadline

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.
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#2 Elevated  
#1 Separation  
Accessibility  
Noise

#7 Public  
Interest

#7 Comment  
Period

	Date	Signatures	Address
1	3/28	Kate Neve	4163 PARK Blvd PA 94306
2	3/28	MARIE VIDA	31097 PARK BLVD PA 94306
3	3/24	Debra	4085 PARK BLVD PA 94306
4	3/20	Judith Fisher	4031 Park Blvd PA 94306
5	3/28	David Young	4056 Park Blvd PA 94306
6	3/28	Lucy Lee	4044 Park Blvd PA 94306
7	3/28	Joseph	3932 Park Blvd PA 94306
8	3/29	Lorraine	4103 Park Blvd PA 94306
9	3/28	Sue Glaser	200 Miraloma St DA 94306
10	3/18	STICKMAN	3185 Park Blvd PA 94306
11	3/28	Mike Johnson	3614 Park Blvd PA 94306
12	3/28	Martha Blachman	3550 Park Blvd PA 94306
13	3/23	Emily Webb	3525 Park Blvd PA 94306
14	3/28	John	3437 Park Blvd PA 94306
15	3/28	John	3437 Park Blvd PA 94306
16	3/28	John	3411 Park Blvd PA 94306
17	3/28	John	3391 Park Blvd PA 94306
18	3/28	John	3389 Park Blvd PA 94306
19	3/28	John	3363 Park Blvd PA 94306
20	3/28	Patricia Johnson	3370 Park Blvd PA 94306

## Not so Fast: California High Speed Rail

### Petition

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#2 Elevated  
 #1 Separation  
 #1 Airborne  
 #1 Noise  
 #7 Public  
 #7 Interest  
 #7 Comment  
 Period

### Signatures

Name	Street Address	Email (opt)
Karen Young	116 Melville, PA	kyoung@apc.org
Shi Pei	1520 Portola Ave, PA	shihua@pacbell.net
Lucy Wang	92 Church Hill Ave, PA	lucywang6@yahoo.com
Xiaozing Ma	1629 Miraflores Ave	
Eva Xu	117 Kellogg Ave, PA	Eva.xu@BeuyswaterAsset.com
Mark Dahl	503 Escobedo	
Bob Morris	2011 Park Blvd, PA	
Karen Holmes	300 Miramonte, PA	
Paula Galfas	251 Miramonte, PA	
George Cressy	251 Miramonte, PA	
Sarah Carpenter	2091 Park Blvd	
Zhen Shao	1588 Castilleja Ave	zshao100@yahoo.com
Mihale Price	116 Escobedo Ave	

## Not So Fast – High Speed Rail from San Francisco to San Jose

2009

## Petition

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#2 Elevated  
#1 Separation  
Aesthetics  
Noise

#7 Public  
Interest

#7 (current  
know)

## Signatures

	Name	Address	Email (optional)
1		950 Casanueva Pl. Stanford	
2		958 Via Loma, Palo Alto	
3		177 Apricot Lane, Menlo Park	
4		342 42 Ave, San Francisco	
5		27 Bishops Lane, Menlo Park	
6		35 28th Ave, San Mateo	broadwise@yahoo.com
7		16 Sierra Vista Ave, Menlo Park	
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Contact: [cmaboard@googlegroups.com](mailto:cmaboard@googlegroups.com). Please return completed petitions to: 4118 Park Blvd, Palo Alto.

# Not so Fast: California High Speed Rail

## Petition

We, the undersigned, state the following:

- i. We are unequivocally opposed to the elevation of the tracks in residential neighborhoods. We believe that the bifurcating effect of a high wall and overhead trains cutting through our city, as well as the negative visual and audio impacts, are detrimental to our quality of life.
- ii. We urge the HSR Authority to more actively engage and listen to the concerns of the affected communities and residents. To this end, we believe it is imperative that the citizens of Santa Clara, San Mateo and San Francisco counties ratify by popular vote any proposal for the San Francisco to San Jose segment prior to its acceptance, including the option to vote "no build".
- iii. We request that the extremely short March 6 deadline be extended for at least an additional 90 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority.

1) Elevated  
 2) Separation  
 3) Aesthetics  
 4) Noise  
 5) Public  
 6) Interest  
 7) Comment  
 8) Period

## Signatures

Name	Street Address	Email (opt)
Living Lam	1949 Alton Street	llam@arr.com
Wen Tang	3767 Redwood Cir	
Mia Salaverry	1591 Mariposa	mia.salaverry@gmail.com
Andy Blumberg	1591 Mariposa	andy.blumberg@hotmail.com
Denise Matsepik	301 MacLaine	denizen@unibach.edu
Cynthia Swenson	1563 Mariposa Ave.	CSwenson@stanfordalumni.org
Tommaso D'Orsi	1563 Mariposa Ave	tdoerizo@yahoo.com
Jim McFall	1525 Eschite Ave	

# Not So Fast – High Speed Rail from San Francisco to San Jose

2009

## Petition

We, the undersigned, state the following:

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D2 Elevated  
H1 Separation  
Aesthetics  
Noise

H7 Rail  
Impact

A7 Comm  
Period

## Signatures

	Name	Address	Email (optional)
1	Christine Schlenker	135 Scale Ave	christine.schlenker@contras.net
2	Steve Schlenker	135 Scale Ave	steve.schlenker@DNCGAPTAI.com
3	JOHN YOUNGSTNER	4011 Miramonte Dr. No	JGYOUNGSTNER@ymail.com
4	MARK STEPHENSON	127 RINCON AVE	MARKM-STPHNSON@CIVIC.COM
5	Lara Stephenson	127 Rinconada Ave	lara.stephenson@att.net
6	ELON HORNIG	330 Victoria Pl	EL11119@soiglobal.net
7	Hinda G Sack	4104 Park Blvd	HindaSack@gmail.com
8	DAVID RICHARD	118 Churchill Ave PA	DMR@DOMITYPE.COM
9	ELIE Giourmousis	992 Lomaverde Ave P1	egiannis@znet.com
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#2 Elevated  
#1 Separation  
Aesthetics  
Noise

#3 Public  
Interest

#7 Lowest  
Priority

## Signatures

	Name	Address	PA 94306	Email (optional)
1	Mark Talbot	229 Edie Ave	PA 94306	TALBOT.SQUASH@GMAIL.COM
2	Michelle Djorkic	229 Edie Ave	PA 94306	MICHELLE.DJORKIC@GMAIL.COM
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Petition Version 2 - Updated to reflect new deadline We, the undersigned, state the following.

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- iii. We request that the extremely short April 6 deadline be extended for at least an additional 60 days to ensure that sufficient time is provided to inform the citizenry of the effects of the High Speed Rail system and that processes are put in place to ensure that residents, businesses and schools most immediately affected by the HSR are able to provide detailed comments to the Authority.

#2 Elevated  
#1 Separation  
Noise  
Aesthetics

#1 Public  
Interest

#7 County  
Panel

Date	Signatures	Address
1	5/26/10 John	1618 Bryant Street, Palo Alto
2	3/29/10	2046
3	3/29/10 Redacted Plan	3183 Bryant St. PA
4	3/29/10 Jim Velt	1516 Bryant St PA
5	3/29/10 Margarita Ely	2320 Bryant St. PA.
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# Not So Fast – High Speed Rail from San Francisco to San Jose

2009

## Petition

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#2 Elevated  
#1 Separation  
#3 Height  
#4 Noise

#7 Public  
Interest

#7 Connect  
People

## Signatures

	Name	Address	Email (optional)
1.	<i>David</i>	811 Altos Circle, Los Altos, CA 94024	(Shawn Hanmer)
2.	<i>Stacy Braun</i>	811 Altos Circle #2, Los Altos, CA 94024	
3.	<i>Bindu Sheth</i>	480 Norwood Circle, Santa Clara, CA 95051	
4.	<i>Barry Weisbrod</i>	3695 County Court, Redwood City, CA 94063	(Barry Weisbrod)
5.	<i>Chris Levy</i>	1704 Miramonte Ave #7, Milpitas, CA 95035	
6.	<i>Yolanda Bryant</i>	12235 Toluca Ln, San Bruno, CA 94037	
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#2 Elevated  
#1 Separation  
Aesthetic  
Noise

#7 Pollution  
Interests

#7 Community  
Penal

Date	Signatures	Address
3/28/09	Wade L. Lofstrom	POB 60211 Palo Alto CA 94306
3/28/09	Matthew Colwell	160 Hecker Palo Alto CA 94303
3/28/09	Mark A. Foy	2005 Park Blvd. Palo Alto CA 94306
3/28/09	Steve	685 Woodland Ave. Menlo Park CA 94025
3/28/09	Carl Jones	1455 Indian St. Redwood City CA 94061
3/28/09	G. L.	1275 Cedar St., PA CA 94301
3/28/09	A. Vlachos	2280 South Ct. Palo Alto CA 94301
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# Not So Fast – High Speed Rail from San Francisco to San Jose

2009

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H2 Bifurcated  
#1 Separation  
Aesthetics  
Noise

H7 Public  
Interest

H7 Comment  
Period

## Signatures

	Name	Address	Email (optional)
1	Tina Zhang	210 Edler Ave, PA 94306	
2	Caronice Cribbs	4065 2nd St. PA 94306	
3	Sean McDaniel	4060 Whipple PA 94306	seanomedes@bigglobal.net
4	Edwin Paredes	367 Whipple PA 94306	
5	Paul VAUGHN	240 1/2 St PA 94306	
6	Karenza Salgo	759 Whipple PA 94306	
7	Mary Vaughn	240 Whipple PA 94306	
8	K.W. Glass	4079 PARK BLVD PA	94306
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## CITIZENS COMMITTEE TO COMPLETE THE REFUGE

453 Tennessee Lane, Palo Alto CA 94306

Tel 650 493-5540

Fax 494-7640

email florence@refuge.org

### ENDORSERS

Acterra  
Baylands Conservation Committee  
California Hawking Club, Inc.  
California Waterfowl Association  
California Wildlife Federation  
Citizens for Alameda's Last Marshlands  
Citizens for Open Space in Alvarado  
Friends of Foster City  
Save our South Bay Wetlands  
Save Wetlands in Maynews  
Whistling Winds/Pintail Duck Clubs  
Committee for Green Foothills  
Communities for a Better Environment  
Defenders of Wildlife  
East Bay Green Alliance  
Federation of Fly Fishers  
Friends of Charleston Slough  
Friends of Redwood City  
Golden Gate Audubon Society  
Green Belt Alliance  
League of Women Voters of  
the Eden Area  
League of Women Voters of  
the Fremont Area  
League of Women Voters of  
Palo Alto  
League of Women Voters of  
South San Mateo County  
Mission Creek Conservancy  
Loma Prieta Chapter, Sierra Club  
Madrone Audubon Society  
Marin Audubon Society  
Mission Creek Conservancy  
Mono Lake Committee  
Mount Diablo Audubon Society  
Napa-Solano Audubon Society  
Native Plant Society, Santa  
Clara Valley Chapter  
Ohlone Audubon Society  
Planning and Conservation League  
San Francisco Chapter, Sierra Club  
Santa Clara Valley Audubon Society  
Save San Francisco Bay Association  
Sequoia Audubon Society  
Sportsmen for Equal Access  
Trout Unlimited  
United Anglers of California  
Urban Creeks Council

California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

April 1, 2009

RECEIVED

APR 6 2009

BY:

Re: HSR San Jose to San Francisco

Dear Authority Members:

In 2007 we objected to routing the HSR through the Pacheco Pass Grasslands because that area contains a wealth of unique habitats and avian resources that will be negatively impacted. Despite testimony by scientists from the California Department of Fish and Game, and from the United States Fish and Wildlife Service, the Grasslands route was chosen.

Your failure to choose the less damaging route, reinforces our desire now to see special species protected on the San Jose to San Francisco segment of HSR. Two federally listed endangered species, the San Francisco garter snake and the red-legged frog inhabit grasslands along the Caltrain tracks. Biological information on them must be included in your continuing studies of the route.

San Francisco Bay is one of the most prominent features on the Pacific Flyway. Elevated tracks and electrified wires are a hazard to navigating migratory birds, and the planned 60-foot high overhead electric wires will inadvertently supply perching sites for birds of prey.

The predicted impacts on the local human population are horrendous, but other creatures need to be protected as well. We are looking forward to complete biological assessments regarding impacts of the HSR on all noteworthy (i.e., listed and rare) species of the area.

Thank you for considering our comments.

Sincerely,

*Florence M. LaRiviere*  
Florence M. LaRiviere  
Chair

cc: Palo Alto City Council  
Caltrain

A 501(c)(3) Nonprofit Public Benefit Corporation

PRINTED ON RECYCLED PAPER

0-SC-7

## Kris Livingston

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:07 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST  
**Attachments:** HSR Scoping Letter Greenmeadow April 6, 2009.doc

---

**From:** ealexis@gmail.com [mailto:ealexis@gmail.com] **On Behalf Of** Elizabeth Alexis

**Sent:** Monday, April 06, 2009 4:50 PM

**To:** HSR Comments

**Subject:** San Francisco to San Jose HST

Please see attached scoping comments from the Greenmeadow Community Association. A copy is also being sent via fax.

Elizabeth Goldstein Alexis, CFP  
Alexis and Palmer Financial Advisors LLC  
ph (650) 384-0930  
[www.alexis-palmer.com](http://www.alexis-palmer.com)

# 11  
intro

April 6, 2009

Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**RE: Greenmeadow Community Association's Scoping Comments for the California High Speed Rail Authority's San Francisco To San Jose High Speed Train Environmental Impact Report/Environmental Impact Statement**

Dear Mr. Leavitt,

Thank you for the opportunity to comment on the California High Speed Rail Authority's (CAHSRA) San Francisco to San Jose High Speed Train (HST) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) process.

The proposed HST would be located along the Caltrain right-of-way in Palo Alto, directly across from the Greenmeadow neighborhood.

**Greenmeadow**

Greenmeadow is located on the east side of Alma, between San Antonio Road and Charleston Road. Greenmeadow, an Eichler neighborhood considered an excellent example of Modernist architecture, was placed on the National Register of Historic Places in 2005. A single story overlay is in effect for the neighborhood.

**Impacts**

Whereas the Greenmeadow community is designed as a single story neighborhood of single-family and multi-family homes with glass walls designed to connect exterior and interior environments, the EIR/EIS should study what the potential visual, noise, and vibration effects of all possible HST rail elevation options might be and how each option may change the exterior natural environment that the Eichler architectural design deliberately intended to connect to the homes' interiors.

The homes were designed with walls of plate-glass windows. The EIR/EIS should study what potential impacts on these there would be on the homes in closest proximity to the rail tracks and examine potential mitigation strategies.

The heart of the neighborhood is a Thomas Church-designed park, at the end of Greenmeadow Way. We would request that potential visual, noise, and vibration effects are studied. There is a preschool present in the community center located in the park.

#11  
intro

#1 historic  
resources

#1 aesthetics  
#1 noise  
#1 vibration

#1 construction  
operational  
impacts

#1 aesthetics  
#1 noise  
#1 vibration  
#1 public  
services

Our neighborhood is in strong support of neighborhood retail centers. The EIR/EIS should study the impact on the viability of the planned Alma Plaza shopping center for all configurations. ] #6 local business

A large housing project has been approved on the border of Palo Alto and Mountain View to replace a Hewlett-Packard office building. As part of that project, there were certain ingress and egress provisions made for Greenmeadow residents. The EIR/EIS should study the impact this project may have on traffic circulation. Additionally, we would ask to be notified of any temporary or permanent changes proposed in the case that the San Antonio Road overpass will be impacted by this project. ] #1 traffic & circulation

In addition, a pedestrian undercrossing of Alma was a condition of project approval. Any impact of this project on that undercrossing should be studied. ] #1 traffic & circulation

The location of Gunn High School requires neighborhood children to cross the railroad tracks to get to school. Palo Alto Unified School District does not provide school buses and many students use bicycles or take public transportation. The potential impact on Safe Routes to Schools should be studied for all alternatives, both during construction and after. ] #1 public services

The closing of Charleston and/or East Meadow, even on a temporary basis, would require mitigation measures to ensure safe transport to school. ] #1 traffic & circulation  
#1 public services

Greenmeadow is a stakeholder in the Charleston/Arasterdero project, an effort to calm traffic and improve pedestrian and bicycle safety. ] #1 traffic & circulation

The project assumes no significant increase in auto commuter volumes so closing either Charleston Road or East Meadow Road permanently would be extremely detrimental to the goals of the project and should not be considered. ] #1 traffic & circulation

Any configuration of HSR that would not completely grade separate the Caltrain corridor from vehicular traffic and would significantly impact the ability to later separate the Caltrain corridor should be avoided. ] #2 grade separation

San Antonio is the closest Caltrain station to Greenmeadow. Please study an impact that the project would have on service levels to the station. ] #1 traffic & circulation

### Scoping comments general

We would concur with the City of Palo Alto's scoping comments. In particular, the EIR/EIS should:

1. Address the impacts of the widened right-of-way, grade separations, and construction scenarios on existing trees and other vegetation. Evaluate the visual impacts from construction of sound walls, berms or fencing. Provide feasible mitigation to minimize the visual impacts, including extensive landscaping to screen the facilities or fencing as much as possible. ] #1 aesthetics  
#1 biological resources

2. Analyze and identify mitigation to offset the impacts of loss (removal or trimming) of any protected trees and vegetation screening along the Caltrain right-of-way consistent with the City's Tree Technical Manual Tree Value Replacement Standard. #1 biological resources
3. Analyze the appearance of any overhead electric power supply for the trains, including wires, supporting poles, mast arms, and insulations. #1 aesthetics  
#1 utilities
4. Evaluate construction activity impacts from construction dust and construction equipment emissions for the various corridor options including at-grade, elevated or depressed including open trench and tunneling. #1 AQ construction
5. Evaluate air quality impacts resulting from the increase in trains along the corridor as well as any increase in pollutants resulting from the high speed of the trains. The potential for increased air quality impacts from elevated tracks should also be analyzed. #1 AQ operational

Additionally, we would request that the noise, air quality and vibration impacts be measured not simply on the basis of the change at a single point in time, but the cumulative change over different periods of the day, inclusive of all forecast rail travel in 2030(freight, Caltrain, HSR). #1 noise  
#1 vibration  
#1 AQ

We would also request that the "no project" scenario incorporate the use of "Quiet Zones" as these are a relatively inexpensive way to reduce noise and are currently in use through the United States and under study on the Peninsula. #1 noise  
#1 Alternatives

Greenmeadow appreciates the opportunity to provide these scoping comments for the EIR/EIS for the San Francisco to San Jose HST Project. #1 Conclusion

Sincerely,

Elizabeth Alexis  
Civic Affairs Committee, Greenmeadow Community Association

Contact  
Elizabeth Alexis  
[elizabeth@alexis-palmer.com](mailto:elizabeth@alexis-palmer.com)  
Phone (650) 996-8018  
349 Diablo Court Palo Alto, CA 94306

Greenmeadow Community Association  
[info@greenmeadow.org](mailto:info@greenmeadow.org)  
Phone (650) 494-3157  
303 Parkside Drive, Palo Alto, CA 94306

*Also via email*

April 6, 2009

Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

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The homes were designed with walls of plate-glass windows. The EIR/EIS should study what potential impacts on these there would be on the homes in closest proximity to the rail tracks and examine potential mitigation strategies.

The heart of the neighborhood is a Thomas Church-designed park, at the end of Greenmeadow Way. It is a well-loved place where visual, noise, and vibration effects are minimal. There is a community center located in the park.

#4

#1  
Cultural  
Historic

#1  
cultural  
Historic  
noise  
visual

1.2

D-SC-9

Our neighborhood is in strong support of neighborhood retail centers. The EIR/EIS should study the impact on the viability of the planned Alma Plaza shopping center for all configurations.

A large housing project has been approved on the border of Palo Alto and Mountain View to replace a Hewlett-Packard office building. As part of that project, there were certain ingress and egress provisions made for Greenmeadow residents. The EIR/EIS should study the impact this project may have on traffic circulation. Additionally, we would ask to be notified of any temporary or permanent changes proposed in the case that the San Antonio Road overpass will be impacted by this project.

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#### Scoping comments general

We would concur with the City of Palo Alto's scoping comments. In particular, the EIR/EIS should:

1. Address the impacts of the widened right-of-way, grade separations, and construction scenarios on existing trees and other vegetation. Evaluate the visual impacts from construction of sound walls, berms or fencing. Provide feasible mitigation to minimize the visual impacts, including extensive landscaping to screen the facilities or fencing as much as possible.

#1  
land use

#1  
traffic

#1  
traffic

#1 safety  
#1 public  
services  
5 crews

#1 safety  
#1 traffic

#1 traffic

#2 grade  
separations  
#1 traffic

#2 station  
operations

#1 B10  
#1 visual  
#1 visual

2. Analyze and identify mitigation to offset the impacts of loss (removal or trimming) of any protected trees and vegetation screening along the Caltrain right-of-way consistent with the City's Tree Technical Manual Tree Value Replacement Standard.

#1  
B10

3. Analyze the appearance of any overhead electric power supply for the trains, including wires, supporting poles, mast arms, and insulations.

#1  
#1 AESTHETICS  
~~decrease in landscape~~

4. Evaluate construction activity impacts from construction dust and construction equipment emissions for the various corridor options including at-grade, elevated or depressed including open trench and tunneling.

#1  
construction impact

5. Evaluate air quality impacts resulting from the increase in trains along the corridor as well as any increase in pollutants resulting from the high speed of the trains. The potential for increased air quality impacts from elevated tracks should also be analyzed.

#1  
air quality

Additionally, we would request that the noise, air quality and vibration impacts be measured not simply on the basis of the change at a single point in time, but the cumulative change over different periods of the day, inclusive of all forecast rail travel in 2030 (freight, Caltrain, BART).

#1  
cumulative

We would also request that the "no project" scenario incorporate the use of "Quiet Zones" as these are a relatively inexpensive way to reduce noise and are currently in use through the United States and under study on the Peninsula.

#1  
alternative

Greenmeadow appreciates the opportunity to provide these scoping comments for the EIR/EIS for the San Francisco to San Jose HSR Project.

Sincerely,

  
Elizabeth Alexis

Civic Affairs Committee, Greenmeadow Community Association

Contact:

Elizabeth Alexis  
elizabeth@alexis-palmer.com

Phone (650) 996-8018  
349 Diablo Court, Palo Alto, CA 94306

Greenmeadow Community Association  
info@greenmeadow.org  
Phone (650) 494-3157  
303 Parkside Drive, Palo Alto, CA 94306

**Kris Livingston**

---

**From:** Penny Ellison [pellson@pacbell.net]  
**Sent:** Thursday, April 02, 2009 12:45 PM  
**To:** HSR Comments  
**Cc:** 'Dan Dykwell'; RSwent@pacbell.net; 'Lynn Drake'; 'Robert Golton'; 'Kevin Skelly'  
**Subject:** San Francisco to San Jose HST  
**Attachments:** HSR Scoping.doc

Comments from Palo Alto Council of PTAs Executive Board and Traffic Safety Committee re: San Francisco to San Jose HST are ATTACHED. Please confirm receipt via email "reply".

Thank you.

Penny Ellison, Chair  
Palo Alto Council of PTAs Traffic Safety Committee

Palo Alto Council of PTAs



25 Churchill Ave  
Palo Alto CA, 94306  
650-326-0702

#1 Public Services-Schools

April 2, 2009

TO: Dan Leavitt, Deputy Director California High Speed Rail Authority  
FROM: Palo Alto Council of PTAs Traffic Safety Committee  
SUBJECT: Scoping Comments on the California High Speed Rail Authority's San Francisco to San Jose High Speed Train (HST) Environmental Impact Report/Environmental Impact Statement (EIR/EIS)

### Introduction: City of Palo Alto Safe Routes to School Policy Context

Palo Alto Unified School District (PAUSD) campuses were designed as neighborhood schools and so have limited facilities to accommodate automobiles. Also, free school busing is not provided in Palo Alto. Therefore, it is absolutely essential to maintain safe pedestrian/bicycle connections to every campus in the school district because school sites and most surrounding public streets cannot support a significant increase in auto commuter volumes.

In 2006, 44% of surveyed PAUSD elementary school children reported that they walked or biked to school. An additional 10% ride a bus or carpool. Similar surveys have not been done at secondary schools, but recent bike counts at secondary schools for October 2008 are:

- Gunn High School, 600 bikes, representing 31% of students
- Palo Alto High School, 520 bikes, representing 30% of students
- Terman Middle School, 210 bikes, representing 32% of students
- Jane Lathrop Stanford Middle School, 351 bikes, representing 38% of students
- Jordan Middle School, 495 bikes, representing 53% of students

Many more students walk and ride public transit to PAUSD middle schools and high schools. These numbers are substantial when one considers 11,345 students and 1,600 faculty and staff travel to PAUSD schools each day, each of them potentially generating

#1 PS Schools

#1 traffic

#1  
#1 public  
services  
schools

O-SC-10

morning and afternoon daily car trips if other transportation modes are not convenient and safe. (Data received 3/20/09 from PAUSD Attendance Dept. and on 3/24/09 from PAUSD Human Resources Dept.)

#1 traffic

Safe routes to school are such a high priority in planning for land use and transportation that the Palo Alto Comprehensive Plan specifically organizes residential land use around walkable, bikeable centers, including schools (Goals L-3, L-8 and L-6 and Policy T-28 address this and Policy T-40 states: "Continue to prioritize the safety and comfort of school children in street modification projects that affect school routes"). Goal T-3 specifically cites the need to overcome "physical barriers like the Caltrain tracks and freeways" in development of the city's bicycle system.

#1 land use

Policy T-14: Improve pedestrian and bicycle access to and between local destinations, including public facilities, schools, parks, open space, employment districts, shopping centers, and multi-modal transit stations.

#1 Traffic

Program T-19: Develop, periodically update, and implement a bicycle facilities improvement program and a pedestrian facilities improvement program that identify and prioritize critical pedestrian and bicycle links to parks, schools, retail centers, and civic facilities.

#1 Traffic

Further, as an outgrowth of these policies and goals, in 2003 the City of Palo Alto designated a School Commute Corridors Network, a subset of Palo Alto's street system for special consideration in infrastructure improvement and travel safety enhancement. (See link to Adopted School Commute Corridors Network Map <http://www.cityofpaloalto.org/civica/filebank/blobdload.asp?BlobID=3921>) This network "comprises a comprehensive and continuous system of travel routes linking residential neighborhoods to public school sites in Palo Alto." The adoption of the School Commute Corridors Network included a statement of policy by the City of Palo Alto that "principal school commute routes be given priority for public investment purposes and be accorded enhanced review as regards proposals for new commercial driveways and other street changes."

#1 traffic

#1 P.S. Schools

PAUSD school sites are heavily used, not only for educational purposes, but also as community and recreation centers during afternoons, evenings and weekend hours.

#1 land use

This background is given to establish that by necessity a very high policy priority is placed on providing safe school commute routes for PAUSD students using alternative modes (especially bicycling and walking). This priority is consistent with State and Federal Safe Routes to School priorities.

### Potential Impacts of HST on Palo Alto Safe Routes to School

The Palo Alto Council of PTAs' Traffic Safety Committee respectfully requests that the following issues and subjects be studied in the project level EIR/EIS for the California High Speed Train Project from San Francisco to San Jose.

#1

We concur with City of Palo Alto's (CPA) requests that the EIR/EIS:

- 1). Provide a complete analysis of all linear rail corridor elevation options including at-grade, elevated, or depressed including open trench and tunneling. All options, particularly the tunneling option, should be evaluated to the same level of detail as the elevated track proposal to provide adequate information to the public of the environmental, economic, visual, and operational impacts or benefits of each alternative." #2 tunnel  
#2 above grade  
#1 grade  
#1 visual  
operator env, up  
#1 alternative  
#1 transparent
- 2). Evaluate an alternative that would end HST at San Jose and rely on upgraded electrified and grade-separated Caltrain connections to/from San Francisco, including facilitating improved Caltrain access and speeds and including possible reduction in the number of tracks required in the Caltrain corridor. #1 ALT  
#2 grade sep  
#2 tracks  
#2 corridor  
#4 electrification
- 3). Evaluate alternatives that would eliminate or substantially minimize the need to acquire additional right-of-way. The railroad right-of-way abuts single family residences, Palo Alto High School, a shopping center, businesses and city parks, which form the fabric of the community. Any and all alternatives that would not involve acquisition of right-of-way should be fully evaluated in the EIR/EIS. #6 acquisition of ROW
- 4). Evaluate alternatives that would reduce the number of required tracks in the right-of-way to less than four tracks. The evaluation should also include how many shoofly tracks would need to be built during construction and their impacts on right-of-way requirements for the project. #2 number of tracks
- 5). Include an alternative that does not retain freight service on the Caltrain right-of-way between San Jose and San Francisco and the requisite freight service design requirements to accommodate diesel-powered freight trains that could preclude other HST alternatives that would be most appropriate and environmentally sensitive for the Peninsula. #2 Freight services

The committee requests that the EIR/EIS study the potential effects of various linear rail corridor elevation options on school routes and PAUSD facilities, including possible displacement of the bike path that runs through the Caltrain ROW on the east border of the Palo Alto High School campus parallel to campus classroom buildings and connects to the Town & Country ROW.

We also request that the study give special attention to provision of safe, grade-separated pedestrian/bicycle crossings at all of the intersections identified in the City of Palo Alto School Commute Corridors Network, including:

- Homer
- Embarcadero
- Churchill
- California
- East Meadow
- Charleston

These crossings are designated school commute route intersections with the proposed future HST tracks, providing east/west bicycle/pedestrian access to PAUSD school sites and other destinations throughout the day.

#1 traffic  
#2 elevated track

#6 acquisition of ROW

#2 number of tracks

#2 Freight services

#1 traffic  
#2 elevated track

#1 traffic  
#2 grade separated

We expect that grade separated crossings will be provided at all of these intersections, that these intersections will accommodate bicyclists and pedestrians according to the best practices and will conform to all appropriate state and local guidelines. Any change to these intersections should be carefully studied, giving particular attention to the effects that such change or traffic diversion might have on the safety, convenience, and comfort of designated school commute routes for PAUSD students.

Long-term costs of transportation mode shift related to any changes to the school commute corridors network should also be studied.

#1 traffic

#1 P.S.  
cost + schools

### Construction Impacts

We request that the EIR/EIS study the impacts of any changes to designated school commute routes that may occur during construction. Particularly, it is important to know what effect road closures, planned detours or other diversion of pedestrian, bicycle and auto traffic may have on school commute routes. Transportation mode shift caused by such changes during construction may need to be mitigated to the extent that they may generate auto traffic in excess of what PAUSD campus facilities (driveways and parking lots) and surrounding public streets can accommodate. Provision of temporary school busing might be considered as a mitigation.

#1 construction  
impacts

#1 traffic

We thank you for giving our comments your thoughtful attention.

Sincerely,

Dan Dykwel, President, Palo Alto Council of PTAs Executive Board

Penny Ellison, Chair and Elementary Schools Representative, Palo Alto Council of PTAs Traffic Safety Committee

Lynn Drake, Middle Schools Representative, Palo Alto Council of PTAs Traffic Safety Committee

Richard Swent, High Schools Representative, Palo Alto Council of PTAs Traffic Safety Committee

Palo Alto Council of PTAs



25 Churchill Ave.  
Palo Alto CA 94306  
650-326-0702

RECEIVED

APR 3 2009

BY

Dan Leavitt

April 2, 2009

TO: Dan Leavitt, Deputy Director California High Speed Rail Authority  
FROM: Palo Alto Council of PTAs

SUBJECT: Scoping Comments on the California High Speed Rail Authority's  
San Francisco to San Jose High Speed Train (HST) Environmental  
Impact Report/Environmental Impact Statement (EIR/EIS)

### Introduction: City of Palo Alto Safe Routes to School Policy Context

Palo Alto Unified School District (PAUSD) campuses were designed as neighborhood schools and so have limited facilities to accommodate automobiles. Also, free school busing is not provided in Palo Alto. Therefore, it is absolutely essential to maintain safe pedestrian/bicycle connections to every campus in the school district because school sites and most surrounding public streets cannot support a significant increase in auto commuter volumes.

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Many more students walk and ride public transit to PAUSD middle schools and high schools. These numbers are substantial when one considers 11,345 students and 1,600 faculty and staff travel to PAUSD schools each day, each of them potentially generating

0-SC-11

morning and afternoon daily car trips if other transportation modes are not convenient and safe. (Data received 3/20/09 from PAUSD Attendance Dept. and on 3/24/09 from PAUSD Human Resources Dept.)

Safe routes to school are such a high priority in planning for land use and transportation that the Palo Alto Comprehensive Plan specifically organizes residential land use around walkable, bikeable centers, including schools (Goals L-3, L-8 and L-6 and Policy T-23 address this and Policy T-40 states: "Continue to prioritize the safety and comfort of school children in street modification projects that affect school routes"). Goal T-3 specifically cites the need to overcome "physical barriers like the Caltrain tracks and freeways" in development of the city's bicycle system.

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Program I-19: Develop, periodically update, and implement a bicycle facilities improvement program and a pedestrian facilities improvement program that identify and prioritize critical pedestrian and bicycle links to parks, schools, retail centers, and civic facilities.

Further, as an outgrowth of these policies and goals, in 2003 the City of Palo Alto designated a School Commute Corridors Network, a subset of Palo Alto's street system for special consideration in infrastructure improvement and travel safety enhancement. (See link to Adopted School Commute Corridors Network Map <http://www.cityofpaloalto.org/civica/filebank/blobload.asp?BlobID=3921>.) This network "comprises a comprehensive and continuous system of travel routes linking residential neighborhoods to public/school sites in Palo Alto." The adoption of the School Commute Corridors Network included a statement of policy by the City of Palo Alto that "principal school commute routes be given priority for public investment purposes and be accorded enhanced review as regards proposals for new commercial driveways and other street changes."

PAUSD school sites are heavily used, not only for educational purposes, but also as community and recreation centers during afternoons, evenings and weekend hours.

This background is given to establish that by necessity a very high policy priority is placed on providing safe school commute routes for PAUSD students using alternative modes (especially bicycling and walking). This priority is consistent with State and Federal Safe Routes to School priorities.

### **Potential Impacts of HST on Palo Alto Safe Routes to School**

The Palo Alto Council of PTAs Traffic Safety Committee respectfully requests that the following issues and subjects be studied in the project level EIR/EIS for the California High Speed Train Project from San Francisco to San Jose.

*July 10*  
We concur with City of Palo Alto's (CPA) requests that the EIR/EIS:

- 1). Provide a complete analysis of all linear rail corridor elevation options including at-grade, elevated, or depressed including open trench and tunneling. All options, particularly the tunneling option, should be evaluated to the same level of detail as the elevated track proposal to provide adequate information to the public of the environmental, economic, visual, and operational impacts or benefits of each alternative."
- 2). Evaluate an alternative that would end HST at San Jose and rely on upgraded electrified and grade-separated Caltrain connections to/from San Francisco, including facilitating improved Caltrain access and speeds and including possible reduction in the number of tracks required in the Caltrain corridor.
- 3). Evaluate alternatives that would eliminate or substantially minimize the need to acquire additional right-of-way. The railroad right-of-way abuts single family residences, Palo Alto High School, a shopping center, businesses and city parks, which form the fabric of the community. Any and all alternatives that would not involve acquisition of right-of-way should be fully evaluated in the EIR/EIS.
- 4). Evaluate alternatives that would reduce the number of required tracks in the right-of-way to less than four tracks. The evaluation should also include how many shoo-fly tracks would need to be built during construction and their impacts on right-of-way requirements for the project.
- 5). Include an alternative that does not retain freight service on the Caltrain right-of-way between San Jose and San Francisco and the requisite freight service design requirements to accommodate diesel-powered freight trains that could preclude other HST alternatives that would be most appropriate and environmentally sensitive for the Peninsula.

The committee requests that the EIR/EIS study the potential effects of various linear rail corridor elevation options on school routes and PAUSD facilities, including possible displacement of the bike path that runs through the Caltrain ROW on the east border of the Palo Alto High School campus parallel to campus classroom buildings and connects to the Town & Country ROW.

We also request that the study give special attention to provision of safe, grade-separated pedestrian/bicycle crossings at all of the intersections identified in the City of Palo Alto School Commute Corridors Network, including:

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- Churchill
- California
- East Meadow
- Charleston

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*Dan Dykwell*

We expect that grade separated crossings will be provided at all of these intersections, that these intersections will accommodate bicyclists and pedestrians according to the best practices and will conform to all appropriate state and local guidelines. Any change to these intersections should be carefully studied, giving particular attention to the effects that such change or traffic diversion might have on the safety, convenience, and comfort of designated school commute routes for PAUSD students.

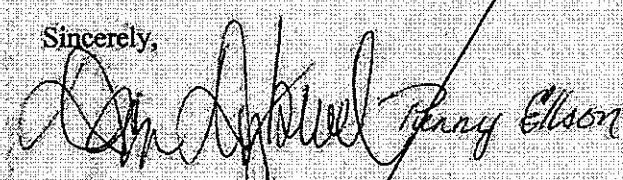
Long-term costs of transportation mode shift related to any changes to the school commute corridors network should also be studied.

### **Construction Impacts**

We request that the EIR/EIS study the impacts of any changes to designated school commute routes that may occur during construction. Particularly, it is important to know what effect road closures, planned detours or other diversion of pedestrian, bicycle and auto traffic may have on school commute routes. Transportation mode shift caused by such changes during construction may need to be mitigated to the extent that they may generate auto traffic in excess of what PAUSD campus facilities (driveways and parking lots) and surrounding public streets can accommodate. Provision of temporary school busing might be considered as a mitigation.

We thank you for giving our comments your thoughtful attention.

Sincerely,

The image shows two handwritten signatures. The first signature on the left is "Dan Dykwell". The second signature on the right is "Penny Ellson". Both signatures are in cursive and are placed over a diagonal line.

Dan Dykwell, President, Palo Alto Council of PTAs Executive Board

Penny Ellson, Chair and Elementary Schools Representative

Lynn Drake, Middle Schools Representative

Richard Swent, High Schools Representative

Traffic Safety Committee, Palo Alto Council of PTAs

**Kris Livingston**

---

**From:** Carole Hyde [chye@stanford.edu]  
**Sent:** Monday, April 06, 2009 10:59 AM  
**To:** HSR Comments  
**Subject:** Comments regarding Grade Separation in Menlo Park  
**Attachments:** High Speed Rail.rtf

Dear Mr. Leavitt, please find attached a letter from the Palo Alto Humane Society regarding High Speed Rail construction issues at Oak Grove and Ravenswood in Menlo Park. Thank you,  
Carole Hyde (Palo Alto Humane Society director)

J#11 intro

April 6, 2009

Mr. Dan Leavitt, Deputy Director  
ATIN: San Francisco to San Jose HST Project EIR/EIS  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

RE: Comments from Merrill Street business residents regarding grade separation at Oak Grove and Ravenswood in Menlo Park

Dear Mr. Leavitt:

The Palo Alto Humane Society program and administrative offices are housed at 520 Santa Cruz Avenue in the building sitting at 1125 Merrill Street, Menlo Park. We are concerned that full utilization of the current CalTrain right-of-way on Merrill Street at the Menlo train station would seriously diminish the ability of our clientele to access our office. In addition, we are concerned that the proposed reconfiguration of parking on Merrill Street with new diagonal parking on both sides of the street will greatly exacerbate parking problems and create further hindrance to access to our offices and services.

Please include a one-lane one-way street to allow traffic to continue to get through Merrill Street and to maintain the parking spaces currently available to the Mid-Peninsula Animal Hospital at 1125 Merrill.

We are also concerned about animal entrapment in a below-grade trench and ask that you plan to mitigate and prevent that.

Last, we would be negligent in our advocacy for animals if we did not encourage a ridership policy on the new High Speed Rail to include companion animals traveling with their owners.

I look forward to your consideration of and response to these concerns.

Carole Hyde  
Executive Director

#1 traffic & circulation

#2 ridership needs (animals)

#3 conclusion

O-SC-12



A Century of Compassion  
Since 1908

April 6, 2009

RECEIVED  
APR 8 2009  
BY

*duplicate*

PO Box 60715  
Palo Alto, CA 94306  
+650-424-1901  
+650-462-0306  
[www.paloaltohumane.org](http://www.paloaltohumane.org)

Mr. Dan Leavitt, Deputy Director  
ATTN: San Francisco to San Jose HST Project EIR/EIS  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

RE: Comments from Merrill Street business residents regarding grade separation at Oak Grove and Ravenswood in Menlo park

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Last, we would be negligent in our advocacy for animals if we did not encourage a ridership policy on the new High Speed Rail to include companion animals traveling with their owners.

I look forward to your consideration of and response to these concerns.

*Carole Hyde*  
Carole Hyde  
Executive Director

0-SC-13

## Kris Livingston

---

**From:** info@hsr.ca.gov  
**Sent:** Monday, March 23, 2009 10:40 AM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

### CHSR Contact

Contact Name: Arley Wolf  
Company: Palo Alto Medical Center  
Phone: 650-691-6406  
Email: [wolfa2@pamf.org](mailto:wolfa2@pamf.org)

#### Website:

#### Comment:

Comments on SF to SJ EIR/EIS Palo Alto Medical Foundation, Clark Clinic located at 795 El Camino Real, Palo Alto is approximately 52 ft from the existing light rail tracks; future Women Service Clinic located at 49 Wells Ave will be constructed approximately 147 ft from existing tracks; and Main Clinic also located at 795 El Camino Real is approximately 184 ft from the existing tracks. Due to the proximity of PAMF buildings to the tracks, the high speed trains are likely to pose vibration, noise and electrical interferences detrimental to the care of our patient and the operation of our clinics. These medical clinics are considered "sensitive receptors" housing imaging equipment such as X-Ray, MRIs and CTs. Furthermore, excessive noise in procedure and exam rooms is non conducive to reliable communication between patient, staff and physicians, and therefore is detrimental to quality patient care. Please examine and mitigate the impacts of vibration, noise and electrical interference to PAMF's clinical equipment and operations.

#11 Intro

#1 Noise, vibration, hazards

**Kris Livingston**

---

**From:** Wolf, Arley [WolfA2@pamf.org]  
**Sent:** Monday, March 23, 2009 10:40 AM  
**To:** HSR Comments  
**Subject:** Comments on SF to SJ EIR/EIS

Palo Alto Medical Foundation, Clark Clinic located at 795 El Camino Real, Palo Alto is approximately 52 ft from the existing light rail tracks; future Women Service Clinic located at 49 Wells Ave will be constructed approximately 147 ft from existing tracks; and Main Clinic also located at 795 El Camino Real is approximately 184 ft from the existing tracks.

Due to the proximity of PAMF buildings to the tracks, the high speed trains are likely to pose vibration, noise and electrical interferences detrimental to the care of our patient and the operation of our clinics. These medical clinics are considered "sensitive receptors" housing imaging equipment such as X-Ray, MRIs and CTs. Furthermore, excessive noise in procedure and exam rooms is non conducive to reliable communication between patient, staff and physicians, and therefore is detrimental to quality patient care.

Please examine and mitigate the impacts of vibration, noise and electrical interference to PAMF's clinical equipment and operations.

#1 Intro

#1 Noise  
Vibration  
hazards

**Kris Livingston**

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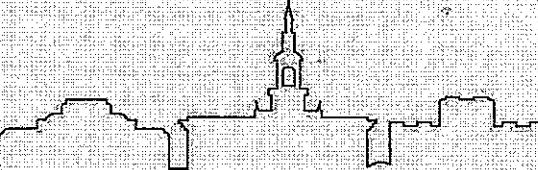
**From:** brian grayson [brian@preservation.org]  
**Sent:** Friday, April 03, 2009 9:43 AM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST  
**Attachments:** High-Speed Rail Comments SF to SJ.pdf; ATT2561517.htm

Attached, please find comments from the Preservation Action Council of San Jose.

Thank you.

] B11 Info

0-SC-15



## PRESERVATION ACTION COUNCIL OF SAN JOSE

*Dedicated to Preserving San Jose's Architectural Heritage*

April 1, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: San Francisco to San Jose  
High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

Preservation Action Council of San Jose (PAC-SJ) is dedicated to preserving San José's architectural heritage through education, advocacy, and events. We aim to integrate a strong commitment to historic preservation into the land use and development decisions of the City of San Jose that affect historic resources, as well as into the private decisions of property owners and developers. We try to bring owners and developers together to create historically sensitive projects that make economic sense.

PAC-SJ appreciates the opportunity to comment and ask the following questions for the San Francisco to San Jose EIR.

### *Diridon Station and Station Area*

The project level EIR identified the Diridon Station as a Historic Landmark. Other city landmarks and historic properties within the nexus of the project were not identified.

1. **Diridon Station.** The project level EIR described a plan for a 70-foot structure adjacent to Diridon station. The impact was described as moderate considering a long-term plan to build high rises in the area. A simulation showed the structure from behind the Station—the western side. The east side is the main passenger entrance. New (ca. 2000) high-density three-story residences immediately to the west of Diridon are not visible from the east. What design standards will be used so that the view from the east is dominated by the historic Diridon station and not the HSR structures? How will the design standards ensure that the station maintains its aesthetic integrity? What mitigations will be offered for the loss of the aesthetic sense of grandness of the Diridon station? What metrics will be used to determine the level of environmental significance of the loss of aesthetics? Will the view be evaluated from the perspective of passenger entry or from casual passerbys within the surrounding neighborhoods?

#1 Info

#1 Cultural

#1 Aesthetics

#1 mitigation

#1 significance

#1 community

#1 impact

O-SC-15

2. **Diridon Station:** Will the final HRT multi-track design require the destruction of Diridon Station? What other alternatives are possible? Will the alternative of undergrounding the HRT be evaluated? If not, why not? #1 Cultural  
#2 Underground

3. **Diridon Station:** Please evaluate the alternative of undergrounding the HRT from the perspective of aesthetics, cultural resources, and noise. #2 underground

4. **Diridon Station:** How will the historic integrity of Diridon station be retained if it is remodeled for HST use? Will the Secretary of the Interior Design Standards be adhered to? #1 Aesthetic/cultural noise

5. **Diridon Station Area:** Cal Pak District Manager Office, 734 The Alameda. This City landmark is within 500 feet of the HST ROW. How will construction affect this brick building? What strategies will be used to minimize impacts of pile driving, etc.? What impacts of vibration caused by HST can be expected? What mitigations will be offered to the property owner? What documentation will the property owner have to provide to prove impacts? What metrics will be used to determine the level of significance of HSR impact on this structure? #1 Cultural  
Vibration  
Construction

6. **Diridon Station Area:** Plant 51. This residence community is an adaptive reuse of the historic Del Monte/Cal Pak Plant 51 cannery. The façade is brick. How will construction affect this brick building? What strategies will be used to minimize impacts of pile driving, etc.? What impacts of vibration caused by HST can be expected? What mitigations will be offered to the property owner? What documentation will the property owners have to provide to prove impacts? Will property owners qualify for noise mitigation/window sound-proofing? What will the standard for noise mitigation? How will the window upgrades be sensitive to the adaptive re-use? Will the new fan fail for the trains place this structure at risk of demolition? #1 Cultural  
Vibration  
noise  
construction

7. **Diridon Station Area:** Dennis Residence, 237 N. Autumn. City landmark. Eligible for National Register. This City landmark is within 500 feet of the HST ROW. How will construction affect this brick building? What strategies will be used to minimize impacts of pile driving, etc.? What impacts of vibration caused by HST can be expected? What mitigations will be offered to the property owner? What documentation will the property owner have to provide to prove impacts? What metrics will be used to determine the level of significance of HSR impact on this structure? #1 Cultural  
vibration  
Construction

8. **Diridon Station Area:** Autumn Avenue Properties on the San Jose Historic Inventory. On North Autumn: 143, 195, 199, 203, 211, 237, 255, 263. On South Autumn: 70, 75, 91, 115. How will construction affect these properties? How will operation affect these properties? #1 Construction  
operation  
cultural

9. **Diridon Station Area:** Montgomery Avenue Properties on the San Jose Historic Inventory. On North Montgomery: 160, 210, 270. On South Montgomery: 92-98, 102 Patty's Inn, 114 Butcher Electric, 145 Sunlite Bakery, 150 Harold Hellwig Ironworks. How will construction affect these properties? How will operation affect these properties? #1 Construction  
operation  
cultural

10. **Diridon Station Area:** San Carlos Street Viaduct is on the San Jose Historic Inventory. How will construction affect this structure? Will it be replaced? What mitigations will be offered? How will operation of the #1 Construction  
operation  
cultural

HST impact this structure?

11. **Diridon Station Area: KNTV Building, 645 Park Avenue.** This structure is eligible for the California Register and a candidate city landmark. How will construction affect this structure? What mitigations will be offered? How will operation of the HST impact this structure?

#1 cultural  
operation  
mitigation

North of Diridon Station

1. **Stockton Avenue:** Properties on the San Jose Historic Inventory within the nexus of HST. 120 - Futurama, 138 - Smith Manufacturing, 395 - Western Elevator Manufacturing, 417, 530 - Ganolf Industries, 580 - Thermolite Construction, 630 - San Jose Frosted Foods. How will construction affect these structures? What mitigations will be offered? How will operation of HST affect these structures?

#1 cultural  
construction  
operation

Thank you for the opportunity to comment about the historic structures and cultural resources. Please note this is not necessarily an exhaustive list of all potential resources that may be affected but it is an attempt to raise questions about as many of them as possible. We may have additional issues as other options and alternatives are reviewed.

#11 conclusion

Sincerely,

Brian K. Grayson  
Interim Executive Director



ATT. SAN JOSE

MAR 5 2009

March 01, 2009

Mr. Dan Leavitt, Deputy Director  
Attn. San Francisco to San Jose, California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

RE: Comments on Scope of San Francisco to San Jose HST Project EIR/EIS

Dear Mr. Leavitt:

The purpose of this letter is to offer comments on behalf of the San Jose Arena Management Corporation regarding the above referenced EIR/EIS for the San Francisco to San Jose high speed rail project. We have keen interests in this project relative to the service that will be provided for HP Pavilion customers and relative to potential impacts on the ongoing successful operation of HP Pavilion.

We support the environmental analysis process you are performing for this project. Further, we understand this current scoping step has an important purpose to identify the issues that need to be carefully examined through the EIR/EIS process. In this context, we request that the following issues be thoroughly analyzed through the EIR/EIS process.

- a) *Impacts on parking for HP Pavilion.* HP Pavilion customers presently are effectively served by a combination of on-site and off-site parking facilities. It is very important to preserve sufficient, conveniently located spaces for HP Pavilion customers. Questions to be resolved include:
  - a1) What is the expected parking demand for the Diridon high speed rail station and how will this demand be met?
  - a2) To what extent will the project cause any changes to on-site spaces serving HP Pavilion? If any such changes are anticipated, what impacts would be caused for functions that now occur in the on-site parking lot, e.g. circus staging and action sports events?
  - a3) To what extent will the project cause any changes to off-site spaces serving HP Pavilion?
  - a4) To what extent does the project envision provision of parking facilities that are shared between high speed rail and HP Pavilion users? To the extent such parking facilities are planned, what steps would be taken to ensure availability of spaces for HP Pavilion customers when they arrive for an event?
- b) *Impacts on traffic access to and from HP Pavilion.* It is very important to preserve a high quality level of service for motorists traveling to and from events at HP Pavilion. Questions to be resolved include:
  - b1) To what extent will the project cause increased volumes and congestion at intersections near HP Pavilion during the hour of 6:30 to 7:30 p.m. on a typical weekday?
  - b2) To what extent will the project cause increased delays for motorists entering or exiting particular on-site or off-site parking facilities for HP Pavilion events?

b3) To what extent would the project involve closure of streets or parking access locations used by HP Pavilion customers?

c) *Impacts on special transportation functions for HP Pavilion.* It is very important to maintain effective operations for multiple special transportation functions that occur at HP Pavilion. To what extent would the project impact such functions, which include taxis, limousines, and auto drop off/pick up?

d) *Impacts on the safety and convenience of pedestrian movements to and from HP Pavilion.* It is very important to preserve high quality service for pedestrians walking to and from HP Pavilion events. Questions to be resolved include:

- d1) To what extent would the project affect existing pedestrian movements to and from HP Pavilion?
- d2) What provisions would be made for persons walking between the Diridon High Speed Rail station and HP Pavilion?

e) *Impacts during construction.* It is very important to preserve effective traffic, parking, and pedestrian operations for HP Pavilion during construction of the Diridon high speed rail station. Questions to be resolved include:

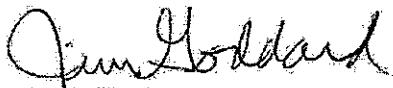
- e1) What is the expected duration of construction for the Diridon station and track bed along the HP Pavilion property?
- e2) What are the principal stages of construction related to impacts on traffic and/or parking for HP Pavilion and what are the expected start and end dates for each stage?
- e3) To what extent are traffic access routes and/or parking for HP Pavilion customers affected during the various construction stages? If any negative impacts would occur for HP Pavilion traffic and/or parking, what mitigation measures will be applied to alleviate the impacts?

f) *Impacts on image of HP Pavilion.* It is very important to preserve the existing high quality image and appearance of HP Pavilion. We understand a preliminary concept for the Diridon Station includes structured parking on the existing parking lot on the west side of HP Pavilion. In addition to major questions about the functionality of such a parking structure, we also have serious concerns about the extent to which such a parking structure would impact the image of HP Pavilion.

As previously expressed, we respectfully request that the issues identified in this letter be thoroughly analyzed through the EIS/EIR for the San Francisco to San Jose HST Project. We request that you keep us closely informed regarding progress on this EIR/EIS, and we look forward to coordinating with staff from your agency and consultant team, together with staff from the City of San Jose and Arena Authority, on this important project. Thank you for addressing issues important to HP Pavilion.

Sincerely,

SAN JOSE ARENA MANAGEMENT CORPORATION



Jim Goddard  
Executive Vice President & General Manager

#1  
traffic

#1  
traffic

#1  
business

#1  
traffic  
construction  
impact

#6  
business

#7 info  
request  
future

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:15 PM  
**To:** Kris Livingston  
**Subject:** FW: SF-SJ SCOPING COMMENTS OF SAVE OUR TRAILS  
**Attachments:** SF SJ HST SCOPING LTR img01949[1].pdf

---

**From:** Bruce Tichinin [mailto:[tichinin@garlic.com](mailto:tichinin@garlic.com)]  
**Sent:** Monday, April 06, 2009 3:34 PM  
**To:** HSR Comments  
**Cc:** [taisiati@comcast.net](mailto:taisiati@comcast.net); [LAmes@aol.com](mailto:LAmes@aol.com); [richard.zappelli@](mailto:richard.zappelli@)  
**Subject:** SF-SJ SCOPING COMMENTS OF SAVE OUR TRAILS

Please see attached letter.

]  
#11 intro

Bruce Tichinin.  
BRUCE TICHININ, INC.  
17775 Monterey Street  
Morgan Hill, CA 95037  
Telephone: (408) 779-9194  
Facsimile: (408) 778-2702  
Web: [www.tichininlaw.com](http://www.tichininlaw.com)  
E-Mail: [tichinin@garlic.com](mailto:tichinin@garlic.com)

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FACSIMILE (408) 778-2702  
[tichinin@garlic.com](mailto:tichinin@garlic.com)  
[www.tichininlaw.com](http://www.tichininlaw.com)

April 6, 2009

Via Facsimile (916) 322-0827 & E-Mail: comments@hsr.ca.gov

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority

Attn: San Francisco to San Jose  
Re: Scoping Comments of Save Our Trails

Dear Mr. Leavitt:

Kindly be advised that I am the attorney for Save Our Trails, a public interest group of residents and neighborhood associations dedicated to assisting local governments to defend, acquire, construct and maintain the Santa Clara County Master Trail as established in the County and Cities General Plans - for the enjoyment of all persons.

We respectfully request that the forthcoming EIR do the following, in detail:

1. Identify all points and reaches of the High-Speed Train track ("HST") for the San Francisco to San Jose system that will cross or approach any existing or proposed trail route (as identified in the General Plan, or other trail planning document, of the County of Santa Clara or any City in Santa Clara County) within a distance that may adversely impact the "quiet enjoyment" or peaceful experience of the trail for any users as a result of any noise, vibration, air current, or other sensory impact (including unaesthetic sight or smell) from the construction, operation, maintenance or repair of either the trains, or the tracks, or other train infrastructure.
2. Identify which of the foregoing potential adverse impacts are significant, and which, if any, are insignificant, and justify any conclusion of insignificance.
3. For each potentially significant impact, identify and discuss alternatives or mitigation measures that will either eliminate the impact or reduce it to a level of insignificance, including, without limitation: (a) undergrounding the HST at these

#1 intro/  
background

#1 recreation/s  
openspace

#1 noise

#1 vibration

#1 construction  
impacts

#1 op. impact to  
environment

#1 env. impacts  
significance  
criteria

#1 mitigation  
measures

#1 environmental  
impacts

O-SC-17

Mr. Dan Leavitt, Deputy Director  
April 6, 2009  
Page 2 of 2

crossings or proximity reaches, or (b) constructing above-grade crossing for either the HST or the trails.

Thank you for your kind consideration of the foregoing.

Very truly yours,

  
BRUCE TICHININ

cc: Taisia McMahon, Chair: Save Our Trails  
BT: cz

LAW OFFICE OF  
**BRUCE TICHININ, INC.**  
1775 NORTHE MONTEREY STREET  
MORGAN HILL, CALIFORNIA 95037  
TELEPHONE (408) 779-9194  
FACSIMILE (408) 778-2702  
[tichinin@garlic.com](mailto:tichinin@garlic.com)  
[www.tichininlaw.com](http://www.tichininlaw.com)

RECEIVED  
APR 6 2009  
BY:

April 6, 2009

Via Facsimile (916) 322-0827 & E-Mail: [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Authority

Attn: San Francisco to San Jose  
Re: Scoping Comments of Save Our Trails

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2. Identify which of the foregoing potential adverse impacts are significant, and which, if any, are insignificant, and justify any conclusion of insignificance.
3. For each potentially significant impact, identify and discuss alternatives or mitigation measures that will either eliminate the impact or reduce it to a level of insignificance, including, without limitation: (a) undergrounding the HST at these

# (1)  
+1 open space  
rcerain  
+1 noise  
+1 Aesthetic  
# aesthetic  
+1 all env  
impacts.  
#1 Alternative

O-SC-18

Mr. Dan Leavitt, Deputy Director

April 6, 2009

Page 2 of 2

crossings or proximity reaches, or (b) constructing above-grade crossing for either the HST or the trails.

Thank you for your kind consideration of the foregoing.

Very truly yours,

  
BRUCE TICHININ

cc: Taisia McMahon, Chair, Save Our Trails

BT. cz

A2  
under ground  
H2  
above  
grade  
crossing

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:16 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST  
**Attachments:** SILVAR\_San Francisco to San Jose HST Project EIR\_EIS.pdf

---

**From:** Adam Montgomery [mailto:[amontgomery@silvar.org](mailto:amontgomery@silvar.org)]  
**Sent:** Monday, April 06, 2009 3:20 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Mr. Leavitt,

Attached to this e-mail is a comment letter from the Silicon Valley Association of REALTORS®, regarding the scope of the EIR on the proposed San Francisco to San Jose Section of the high-speed train system.

Please contact me if you have any questions.

Thank you,  
Adam

11  
intro

Adam Montgomery  
Government Affairs Director  
Silicon Valley Association of REALTORS®  
19400 Stevens Creek Blvd. #100  
Cupertino, Ca. 95014  
408-200-0100 (Main)  
408-200-0108 (Direct)  
650-223-4597 (Cell)  
408-200-0101 (Fax)  
[amontgomery@silvar.org](mailto:amontgomery@silvar.org)  
[www.silvar.org](http://www.silvar.org)

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April 6, 2009

Mr. Dan Leavitt,  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA  
95814

Attn: San Francisco to San Jose HST Project EIR/EIS

Dear Mr. Leavitt,

Thank you for allowing me the opportunity to comment and provide questions on behalf of the Silicon Valley Association of REALTORS® (SILVAR) regarding the scope of the Environmental Impact Report (EIR) for the San Francisco to San Jose High-Speed Train segment.

SILVAR represents over 4,000 real estate professionals in San Mateo and Santa Clara counties. We advocate for the creation of new homeownership opportunities and initiatives aimed at keeping our region a great place to work and call home. We have several questions regarding the proposed San Francisco to San Jose segment that we request be addressed in the draft EIR.

Which parcels or portions thereof, if any, along the proposed segment will be planned for eminent domain under each of the studied projects? How will the values of properties to be taken by eminent domain be determined? What is the estimated cost of purchasing those properties in each of the studied projects? When and how will the eminent domain process commence and conclude?

In certain cities individual community members have voiced concerns that damage has already been inflicted on properties along the Caltrains corridor as a result of the high speed rail proposal resulting in a diminution in value. What damage (physical, value, aesthetics, etc.), if any, will there be on private property before, during and after any of the studied projects? What impacts by the new segment will cause this damage and what steps, and at what cost, can be taken to mitigate them? Will there be any just compensation made for that damage and how will it be determined? How does the current use or zoning of impacted properties dictate the type and severity of potential damage, and what are the most compatible types land uses for the studied projects?

Will there be opportunities for the new segment to minimize, reduce or eliminate any existing negative impacts by existing transit infrastructure on private property? If so, which impacts and how?

#1 mitigation measures

Will any of the studied projects for this segment lead to the displacement or removal of ground water? How much water will be displaced, and how might this impact the foundation of neighboring properties?

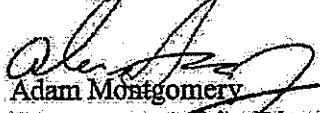
#1 groundwater  
#1 geology & soils

We look forward to participating in future meetings regarding the Environmental Impact Report and Study for the San Francisco to San Jose High-Speed Train segment, and reviewing the response to our questions in time.

#1 conclusion

If you like more information regarding our questions please contact me at 408-200-0100 or at [amontgomery@silver.org](mailto:amontgomery@silver.org).

Sincerely,

  
Adam Montgomery  
Government Affairs Director  
Silicon Valley Association of REALTORS®

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:58 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST  
**Attachments:** SILVAR\_San Francisco to San Jose HST Project EIR\_EIS.pdf

---

**From:** Steve and Julie Quattrone [mailto:quattrone@apr.com]

**Sent:** Monday, April 06, 2009 11:55 PM

**To:** HSR Comments

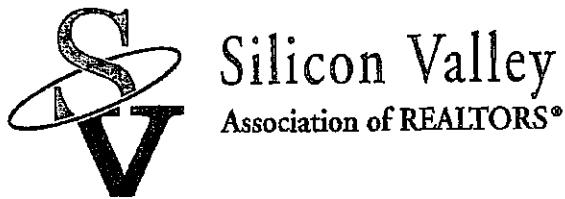
**Subject:** San Francisco to San Jose HST

Mr. Dan Leavitt

Not sure if this was mailed or emailed to today... ]

Steve Quattrone

#11  
INTD



April 6, 2009

Mr. Dan Leavitt,  
Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA  
95814

**Attn: San Francisco to San Jose HST Project EIR/EIS**

Dear Mr. Leavitt,

Thank you for allowing me the opportunity to comment and provide questions on behalf of the Silicon Valley Association of REALTORS® (SILVAR) regarding the scope of the Environmental Impact Report (EIR) for the San Francisco to San Jose High-Speed Train segment.

SILVAR represents over 4,000 real estate professionals in San Mateo and Santa Clara counties. We advocate for the creation of new homeownership opportunities and initiatives aimed at keeping our region a great place to work and call home. We have several questions regarding the proposed San Francisco to San Jose segment that we request be addressed in the draft EIR.

Which parcels or portions thereof, if any, along the proposed segment will be planned for eminent domain under each of the studied projects? How will the values of properties to be taken by eminent domain be determined? What is the estimated cost of purchasing those properties in each of the studied projects? When and how will the eminent domain process commence and conclude?

In certain cities individual community members have voiced concerns that damage has already been inflicted on properties along the Caltrains corridor as a result of the high speed rail proposal resulting in a diminution in value. What damage (physical, value, aesthetics, etc.), if any, will there be on private property before, during and after any of the studied projects? What impacts by the new segment will cause this damage and what steps, and at what cost, can be taken to mitigate them? Will there be any just compensation made for that damage and how will it be determined? How does the current use or zoning of impacted properties dictate the type and severity of potential damage, and what are the most compatible types land uses for the studied projects?

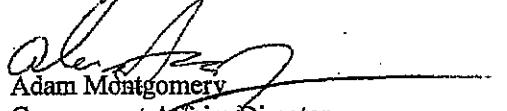
Will there be opportunities for the new segment to minimize, reduce or eliminate any existing negative impacts by existing transit infrastructure on private property? If so, which impacts and how?

Will any of the studied projects for this segment lead to the displacement or removal of ground water? How much water will be displaced, and how might this impact the foundation of neighboring properties?

We look forward to participating in future meetings regarding the Environmental Impact Report and Study for the San Francisco to San Jose High-Speed Train segment, and reviewing the response to our questions in time.

If you like more information regarding our questions please contact me at 408-200-0100 or at [amontgomery@silvar.org](mailto:amontgomery@silvar.org).

Sincerely,



Adam Montgomery  
Government Affairs Director  
Silicon Valley Association of REALTORS®

## Kris Livingston

---

From: HSR Comments  
Sent: Tuesday, April 21, 2009 4:06 PM  
To: Kris Livingston  
Subject: FW: San Francisco to San Jose HST  
Attachments: 090406 Leavitt HSR.pdf

-----Original Message-----

From: Anne Fisher [mailto:[afisher@bikesiliconvalley.org](mailto:afisher@bikesiliconvalley.org)]  
Sent: Monday, April 06, 2009 12:18 PM  
To: HSR Comments  
Cc: Corinne Winter; [caryl\\_gay@yahoo.com](mailto:caryl_gay@yahoo.com)  
Subject: San Francisco to San Jose HST

Greetings,

Please see the attached letter from the Silicon Valley Bicycle Coalition to Mr. Dan Leavitt  
regarding the High Speed Rail Project.

--  
Anne Fisher  
Executive Assistant  
Silicon Valley Bicycle Coalition  
P.O. Box 2447  
San Jose, CA 95155  
408-660-7175  
FAX 408-213-7559

Promoting the Bicycle for Everyday Use



Promoting the bicycle for everyday use.

April 6, 2009

84 W. Santa Clara Street  
Suite 300  
San Jose, CA 95113

Tel 408.267.7259  
Fax 408.213.7559

Mr. Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

VIA EMAIL

Re: San Francisco to San Jose HST Project EIR/EIS

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EXECUTIVE DIRECTOR

Corinne Winter

The SVBC is a 501(c)(3)  
non-profit organization.

Dear Mr. Leavitt:

The Silicon Valley Bicycle Coalition, which supports bicycling for everyday transportation in Santa Clara and San Mateo Counties, is writing to comment on the proposed high speed rail (HSR) project between San Francisco and San Jose. There are several important considerations that should be addressed within the scope of the project both to ensure access to the growing number bicyclists and to minimize negative impacts on the region.

1) All stations should be easily accessible by bicycle, both for persons riding to the stations, and for persons bringing their bicycles to the stations via other transit systems.

2) All stations should have safe bicycle and pedestrian access through the stations as well as covered and secure bicycle parking near the entrance. This parking should be weather-protected, located in a well-lighted area where it is highly visible and safe, and accommodate an adequate number of bicycles. Please note that 8-10 bicycles can fit in one automobile parking space.

3) All trains should provide adequate on-board bicycle capacity. Bikes should be permitted to be brought aboard without the need for boxing or special disassembly. We expect that demand for on-board bicycle facilities will increase as the high speed rail project moves forward.

4) As part of the EIR process, a study should be performed to determine where it would be feasible to construct a multi-use pathway in the HSR right of way, with estimates of the costs for such construction. Such a pathway could function as a "linear park" in more urbanized areas, and, depending on location, could provide safe routes for HSR patrons to access stations in an efficient manner.

Thank you for your consideration.

Sincerely,

Corinne Winter  
Executive Director

**Kris Livingston**

---

**From:** Geoff Browning (Campus Minister) [geoff.browning@stanford.edu]  
**Sent:** Wednesday, March 11, 2009 2:23 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Hello,

I am excited about the prospect of HSR throughout California and that is one reason I voted for Prop 1A last fall. However, I am alarmed from what I have heard regarding the lack of sensitivity to local concerns for aesthetics, noise, and what some have called arrogance. Heavy-handed tactics threaten the completion of this project and will probably endanger future expansion throughout California.

Please take into consideration local concerns for noise and aesthetics so we don't end up with lawsuits and ill will that will surely threaten future projects.

Thank you,

Rev. Geoff Browning  
Campus Minister  
United Campus Christian Ministry  
Stanford University

] #8 Support  
Transpare  
#7 Public In  
#1 Aestheti  
Noise

] #1 Noise  
Aesthetics